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The Hongkong Telegraph

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SATURDAY, OCTOBER 23, 1926.

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236 PER ANNUM

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satisfaction—of quick starts,
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BRITISH GOODS.

NOW OPENLY SOLD IN CANTON.

ORIGIN CLEARLY MARKED.

According to a British wireless message, information from Canton shows that the trading position there and in the neighbouring country districts is steadily improving, although the boycott agitation still continues to some extent in Canton itself whilst passenger traffic by train and steamer between Hongkong and Canton is approaching normal.

The message adds that cargo is again being openly imported into Canton by British merchants, while British goods of all varieties with their origin clearly marked are freely offered and sold in Chinese shops of Canton.

TRADE OUTLOOK.

Some interesting views on the resumption of trade between Canton and Hongkong have been expressed by a prominent Chinese merchant, who says it is only natural that there should be a slow recovery, as various conditions make it inevitable that the return to normality should take some little time.

According to this commentator, the basic cause in the delay now being experienced is the keen competition between what he described as legitimate and non-legitimate trade. During the past sixteen months, he says, various groups of bandits and pirates have been engaged in the latter by smuggling in goods which have not paid taxes. These are still seeking to continue this trade, and the ordinary merchants, who now have to pay the extra surtaxes as well, are finding the competition very hard to face. Trade on the whole has not decreased, he says, but only trade through legitimate channels. Besides all this, the conditions of trade have changed, as many merchants are now themselves engaged in direct import and export business. "Despite the present conditions," however, he added, "a boom is coming; it only needs a little patience."

THE NEW BONDS.

In the meantime, it is reported that the bonds of the second Internal Industrial Loan in Canton are meeting with little or no response from the public and the authorities are greatly perturbed over the situation. Several discussions have taken place in official circles, but no practical plan has so far been evolved to facilitate or encourage the public to take up these bonds.

STUDENT MANIFESTO.

The Hongkong Students' Union, in Canton, has passed a series of resolutions in regard to the boycott movement, from which we take the following extracts: "The altered policy is a new weapon for the enlarged anti-British movement. We should take the same course with our allies, the strikers, comrades, to support this new policy. We should also together with all circles, continue the enlarged Anti-British movement in order to achieve the ultimate emancipation of the masses."

"Last year after the May 30 massacre, a portion of the Hongkong students could not take the same course with us and stand with us on the same battle front. They were not thoroughly awakened nor understood our anti-imperialist fight. We must induce them to voluntarily join us in protesting against imperialism. In order to attain the above, we should have close connection with the students now studying in Hongkong. We should also pay attention to the organisation and propaganda work among the Hongkong students."

"The Hongkong student strikers have sacrificed their studies for over a year. In order to continue our studies, we have asked the Na-

(Continued on Page 16.)

MINERS' EXECUTIVE MEETS.

SPECIAL CONFERENCE TO BE CALLED.

THE LEVY QUESTION.

London, Oct. 22. After conferring with the Miners' Executive all day, the General Council of the Trade Union Congress decided to call a special conference of the Executive members of Affiliated Unions for November 3, to consider the question of a levy on members of Affiliated Unions. It was decided that the question of an embargo must be considered with the principal Unions affected. Reuter.

TRADE UNIONS' ATTITUDE.

Rugby, Oct. 22. The Miners' Executive to-day met the General Council of the Trades Union Congress with the object of endeavouring to obtain an embargo on imported coal and a levy on the Unions.

Details of the discussion were not officially disclosed, but it is understood that the General Council, while expressing sympathy with the miners did not promise either the embargo or the levy. The Trade Union leaders took the line that it was time the parties to the dispute got back to the coal Commission's recommendations. They were willing to use their good offices to induce the Government, if possible, to permit further deliberations on the lines of the Coal Commission's report, but the two sides to the discussion had not reached a common platform regarding the suggestion when the meeting was adjourned. British Wireless.

RAILWAY CLOCK ON "STRIKE."

CHIMES RING OUT FOR 15 MINUTES.

The clock in the Kowloon-Canton Railway tower went on "strike" this morning, and continued to chime out the hours until quarter past seven, when a mechanic intervened.

Residents in the vicinity jumped out of bed with a start after it passed the count of seven, and experienced a sense of relief to find that it was apparently trying to make up for lost time.

The cause of the clock's waywardness is not yet known, but it is supposed that something was broken in the striking gear.

There is at least no truth in the rumour that the authorities have instituted a communal alarm clock!

FIVE CHARGES.

FALSE PRETENCE ALLEGATIONS.

A Chinese appeared before Mr. R. E. Lindsell, this morning, on a number of charges of obtaining money by false pretences. It was alleged that in five cases now under investigation the defendant represented himself as occupying a responsible position in various firms, and by this means obtained \$500 from a man on promising to give the latter the post of commodore. It was further alleged that defendant got \$200 from a prospective godown-keeper and \$30 from a third man who wanted to be a watchman. He was also accused of obtaining \$500 from a fifth man on promising to give him lucrative employment. The case was remanded.

To-day's Observatory reports state that there may be a typhoon about 600 miles east of Ballintang Channel. The local forecast up to noon to-morrow is: North wind, moderate; fine, becoming cooler.

COLONIAL EMPIRE.

ITS POTENTIALITIES OUTLINED.

MR. AMERY'S SPEECH.

Rugby, Oct. 22. Both the morning and afternoon sessions of the Imperial Conference to-day were devoted to a debate on Imperial economic affairs, a fuller report of which will be given to-morrow evening when the text of the speeches will be published.

The discussion was remarkable for the determination shown by all Dominion representatives to increase the volume of Inter-Imperial trade, and each, in turn, praised the work of the Imperial Economic Committee. The importance of increased trade within the Empire was emphasised, particularly in relation to the development of the Dominions and the necessity of British industry itself to meet the Dominions' requirements was strongly urged.

IMMENSE GROWTH.

In the statement by the Secretary of State for the Colonies, Mr. Amery, at yesterday's meeting of the Imperial Conference, a comprehensive survey was given of the progress and development of British Colonies and the Mandated Territories in various parts of the world.

Referring to the immense growth of the work of the Colonial Office in recent years, he said that the Colonial Empire had in fact, in the last generation, evolved as a separate constituent element in the Empire different, on one side, from the self-governing parts of the Empire, based on democratic institutions, and, on the other, from a complex of races, religions, creeds and old civilisations which made up the Empire of India.

In as much as responsibility for their various Governments in the last resort lay with the British Parliament, though they had autonomous institutions in varying degree and increasing measure, this Empire enjoyed a certain unity which it also derived from the fact that its units were mainly inhabited by populations of a non-white character and were mainly situated in the tropics.

The Colonial Empire could only for very limited purposes be classified as a type, for its various parts differed enormously in history, racial composition and the stage of evolution. At one end of the scale was the little white self-governing community like Malta, with a very small area yet with a national feeling of its own. At the other end were the vast backwoods regions of Africa, inhabited by primitive peoples, whom we were only beginning to lift from the most elementary barbarism and among whom such a thing as national sentiment was, of course, an inconceivable idea. This Colonial Empire covered over two million square miles, and was inhabited by over fifty million people. He thought it was not always realised how great already was the trade done by this Empire, nor how great were the opportunities it offered to Britain and the Dominions. The total trade of the Colonies last year, excluding the in and out entrepot trade of Hongkong, was over \$500,000,000. Since 1905, the total export from the United Kingdom to the Colonies had risen from \$18,000,000 per year, to \$50,000,000, and in the same period British imports from the Colonies had risen from \$19,500,000 to \$31,000,000.

FUTURE PROBLEMS.

Illustrating the nature of the trade, he mentioned that the number of British bicycles imported into Kenya and Uganda last year was 27,000. Four years ago the number was 3,000. It was indeed one of the largest markets in the world for the British bicycle trade. The Colonial Empire of two million square miles was almost all

(Continued on Page 16.)

FRISCO EARTHQUAKE SHOCKS.

THREE TREMORS CAUSE ALARM.

HOTEL WALLS CRACKED.

San Francisco, Oct. 22. A sharp earthquake at 4.50 in the morning brought people in alarm from their beds, as far south as Palos Alto. Buildings rocked in San Francisco but there was no damage.

A tremor was followed by two further shocks, the former of which was sharper than the first tremor but only of fifteen seconds duration.

Plate glass windows were broken and walls cracked in the Palace Hotel. Clocks in numbers of other buildings were stopped. Reuter's American Service.

TRANS-SIBERIAN TRAVEL.

IMPORTANT CONFERENCE OPENS.

Berlin, Oct. 22. On the initiative of the Russian Government, an international conference on the question of Europe and Asia, and the Trans-Siberian Railway, has opened in Berlin. There are seventy delegates from thirteen States, including China and Japan. The object is to re-establish and improve the pre-war railway service from the west of Europe to the Far East. Herr Dr. Mueller, the Managing Director of German

HANGCHOW LOOTING.

Troops Rob Banks.

Shanghai, Oct. 22. Reports received from Hangchow last night state that General Hsia, Chao's forces looted local banks following the General's disappearance. Reuter.

Railways, emphasised the vital importance of the Trans-Siberian Railway and hoped the conference would make it possible to journey to Peking from Paris in twelve days.

The conference will probably last a fortnight. Reuter.

HAVANA GALE.

WHOLESALE DESTRUCTION.

Havana, Oct. 22. The destruction of telegraph and telephone lines and blocked railways and roads have isolated the provinces of Matanza, Pinar Del Rio and Santa Clara.

Hitherto \$100,000 has been subscribed for the relief of sufferers. The value of the ships wrecked in the gale is estimated at several million dollars. Two important sugar factories were demolished and a third badly damaged. One thousand tobacco curing sheds at Las Ludas were destroyed.

A message from Balboa, Panama, says that a violent storm seriously damaged crops in the interior. Reuter's American Service.

SHIPPING MERGER?

A GERMAN RUMOUR.

Berlin, Oct. 22. It is rumoured in Hamburg shipping circles that a shipping trust has been formed, comprising the America, Northern German Lloyd, German-Australian and Kosma lines. Reuter.

TREATY ISSUES.

REPORT OF CHRISTIAN COUNCIL.

POSITION OF MISSIONARIES.

The principal topic of discussion at the conference of the National Christian Council at Shanghai last Saturday morning was the report of the Committee on International Relations.

While introducing the report, Mr. T. Z. Koo said that he was uncertain as to whether or not the Christian forces should make a pronouncement on China's present problem of Treaty relationships. The reason he gave was that much of what was said by Christians for or against the existing Treaty status was based on arguments which seemed to him to be on a plane lower than the true plane of Christian obligations and principles. He referred to the fact that the Kwangtung Divisional Council of the Church of Christ in China had expressed itself as uncertain about the wisdom of turning Christian property over to the Chinese Church. This action had been interpreted by some, Mr. Koo said, to mean that the Kwangtung Chinese Christians felt that Treaty protection of Christian property must be continued for the time being. Another interpretation of this action was, however, offered by Mr. Koo to the effect that these Chinese Christians did not wish to accept this responsibility for Christian property until their Western colleagues were prepared to share in the risks involved therein by doing without extra-territorial protection. Mr. Koo felt furthermore that the informed Christians should take a position on this matter that might be a guide to the large mass of ill-informed Chinese Christians in interior centres.

SPECIAL PRIVILEGES.

The report of the Committee on International Relations showed that the National Christian Council had been compelled through pressure of Christian opinion to study the problems connected with the May 30th affair in particular and international questions in general. Christianity in China "is seriously complicated and embarrassed, if not definitely hindered, by the fact that special privileges were granted to missionaries and religious freedom guaranteed to Chinese Christians in China's Treaties with Western nations." In consequence of the events of the past year or so "international questions have probably occupied a larger place in the thoughts and lives of Chinese Christians and missionaries in China than at any other time."

The office of the National Christian Council was at one time flooded with statements giving Chinese Christian opinion and urging the National Christian Council to issue statements setting forth the point of view of Chinese Christians. It is evident therefore that the bulk of educated Christian opinion desire that Treaty protection of Christianity in China be given up and that Christian workers in China base their privileges on the principle of religious freedom now granted by the Constitution of China.

Two hundred and seventy-five Chinese Christians replied to a questionnaire distributed all over China. Between sixty and seventy-five per cent of these approved the following points:

1. That the Church should express itself with regard to certain political questions.

2. That the "Tolerance Clauses" are incompatible with Christian principles and, whatever their past status, "are no longer needed and by implication, not desired."

Eighty per cent of these Chinese Christians also voted that Christian bodies should be registered with the Chinese Government, and the large majority felt that church property should come under the custody of Chinese churches or organisations.

(Continued on Page 16.)

Bulls and Innors

From the Office Butts.

Ice House Street is once again reminiscent of Wilkie. Full of waving palms! We suppose that some of our sports residents will put their last dollar on a stable at the next Race Meeting, and then attribute their misfortune to the lack of a honest stable dollar.

The ex-Kaiser has been presented with a Mercedes limousine. Honk the Kaiser!

A man named Gale left a large sum to the London S.P.C.A., thereby proving that "its an ill wind that blows nobody good."

Diplomacy is the art of being agreeable to disagreeable people.

An astronomer asserts that Mars is signalling to us, but has no way of ascertaining whether we receive the messages. She should send them "collect on delivery" and see if we pay for them.

The other day we noticed a broker so full of arguments in favour of... that he ran out of fingers.

In a small town near Vancouver, a dog dashed through the window of a shoemaker's shop and bit an assistant. Probably he thought he saw a cow hide in the shop.

"Hot and Cold Baths Under the Personal Supervision of the Proprietor," reads a Home Hotel advertisement. Who says you can't get service in England?

Let the Chinese authorities sweat how hard they will, they don't seem able to suppress these Swatow die-hards.

Club gossip confirms the impression that not many people will be affected by the proposal to charge more for water consumed in large quantities.

Norway is likely to experience increased humidity if she really abolishes Prohibition.

The cost of living is bad enough, and now these increased hospital rates are likely to send up the cost of dying, too.

This Kowloon agitation may be all right, but we know a man who thinks there's no such thing as a fair rent.

It's easier to change your habitation than your habits.

If we get much more of this self-determination talk, the next thing we shall hear will be a demand for Home Rule for Gap Rock.

"Editor Becomes Soldier," says a headline. Why not? He should know something about columns, rules, and the thin red line, anyhow.

"Perplexed," it doesn't necessarily follow that a golfer prefers a high tee in order to avoid playing on an empty stomach.

There's a report of a revival of English films. Imagination reels.

When a man wants you to lend him an ear, he often deserves a boot.

A cynic says that if the Chinese are really capable of governing themselves, they might invite out a few Labour M. P.'s from England to get them to learn the secret.

Tax Rickard has got married again. The old fight-promoter.

Labour is now demanding a five-day week. They'll soon be wanting twelve months holiday every year.

In Hongkong these days, it is either investigations or investigations.

We shall all be Surrey when the regiment goes.

Presumably the Bonapartes will be able to trim most opponents.

We suppose that some of our sports residents will put their last dollar on a stable at the next Race Meeting, and then attribute their misfortune to the lack of a honest stable dollar.

Appropriately enough, the answer to last week's "Mystic Maze" puzzle was "The Telephone."

According to the China Mail, His Excellency the Governor came here with "an immense handicap in his favour." That must have been a big advantage against him.

Hongkong people never seem to know what they want until they've read the Budget speech.

We presume that the vote of \$230,000 for improving the approaches to the Ferry wharf at Kowloon will include the overtime fees of certain hard-working K.R.A. officials.

Lots of Hongkong folk have discovered that if you spend summer on the sands you may easily get on the rocks in the process.

There's a complaint at Home that surgeons charge too much. They should make a few cuts.

In these days, lots of Chinese seem to miss their queues.

If it were not for the cunshaw cards, Bridge would hardly be worth playing at ten cents per hundred and a one-and-hin-penny Joker.

According to the report in the Daily Press of the Army Harbour increased humidity if she really abolishes Prohibition.

"L/B. Norris kept a close second and finished about 20 years behind." Perhaps, when he's a few yards older he will be more successful.

We imagine that if some of the more ancient Chinese warships fired a salvo, the crew would need a peg of sal volatile. Perhaps this explains why some of them haven't fired a salvo lately!

What with "Bessie's Bar" and "Elsie's Lounge," Hongkong is becoming a nice sociable little place.

The man who was sent to gaol for receiving a stolen watch, now knows more about time than he wanted to.

The Singapore Budget shows a surplus of \$60,000,000, from which we gather that the Straits isn't in straits after all!

Somerset Maugham says Hongkong people are sensitive. They are—particularly in the prickly heat season.

Sealskin coats for men are popular in Russia just now. Maybe some of the Reds are trying hard to get recognised in the best circles.

The slump in the dollar is particularly hard on folk who've ordered Rolls Royce cars from Home.

This season's prolific crop of blue coats with brass buttons has caused not a little domestic friction on the theme "What does the cop do with all the polish?"

If silver goes much lower, it won't be worth the burglar's time day week. They'll soon be wanting to carry it away.

We understand that the Stewards of the Jockey Club have rejected the suggestion that second-line be supplied free of charge to jockeys in future.

Langatons have been known to jump twenty feet," states an Australian magazine. Sounds like nature's abortive attempt to produce a safe pedestrian.

REPULSE BAY HOTEL

CARNIVAL
on SATURDAY, 30th October 1926.
DINNER \$4.00 per head

(FANCY OR EVENING DRESS OPTIONAL)
LATE BUS TO THE HONGKONG HOTEL 12.30 P.M.
TABLES MAY NOW BE BOOKED
AT THE HONGKONG OR REPULSE BAY HOTELS
TELEPHONE C. 3581 & C. 776.

The Hongkong & Shanghai Hotels, Ltd.

MUSIC JUST RECEIVED.

IN A PERSIAN GARDEN—SONG CYCLE
FOUR INDIAN LOVE LYRICS
THREE MORE SONGS OF THE FAIR
AH, MOON OF MY DELIGHT
UNCLE TOM COBLEIGH
FIRST SONG FOLIO
FRANCIS & DAY'S 45th SONG ALBUM

AT

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ALBERT

Only French Restaurant in Hongkong where
the cooking is done by a French Cook Chef.

TIFFIN - - - - - \$1.00
DINNER - - - - - \$1.25

For the best food and wine, where shall we go?

To **ALBERT'S!**

22, Queen's Road, Central Opposite H'kong Hotel Building

ELECTRO-PLATING.

OVER TWENTY YEARS EXPERIENCE in the Electro-deposition of Metals in Hongkong, places us in a position to offer reliable and efficient service for the plating of articles in Gold, Silver, Nickel and Copper.

Artistic finishes in Bronze, Antique Copper, and Oxidized Silver.

Polished and Lacquered Brassware.

William C. Jack & Co., Ltd.

Electrical Engineers.

Tel. Central 358.

Hongkong.

FLIGHT OF HSIA CHAO.

CHEKIANG REVOLT ENDED.

Shanghai, Oct. 22.—Sun Chuan-fang's local headquarters has received a telegram from Hangchow stating that Hsia Chao has fled and that the "people of Hangchow" are sending delegates to meet the coming Sun Chuan-fang army from Kiangsu.

Near Hangchow.

Later.—Sun Chuan-fang's forces have reached a point ten miles from Hangchow, and are negotiating with the military party and gentry to take over control of the city.

This coupled with Hsia Chao's decampment, means that figuratively speaking the Chekiang rebellion has breathed an expiring sigh, and its corpse will be buried when Sun Chuan-fang's troops enter Hangchow. —*Reuter.*

Sun Again in the Ascendant. (Our Own Correspondent.)

Shanghai, Oct. 22.—The Hangchow revolt is believed to have completely collapsed. Messages from Hangchow report that Hsia Chao has fled, while Sun Chuan-fang's troops are no longer opposed and are pushing on, intending to occupy Hangchow.

Hsia Chao's destination, or whereabouts are unknown.

There is evidence of radical activity increasing in Shanghai. Early to-day the rails were torn up between Shanghai and Soochow, and the rails were removed from the bridge at Chinkiang, temporarily interrupting traffic and causing two minor wrecks. The damage has since been repaired.

It is believed this activity is merely guerrilla, the radicals harassing the movements of Sun Chuan-fang's troops. Sun has appointed General Chen Yi, who has been commanding the Chekiang forces north of Nanking and Hsueh, the successor to Hsia Chao. Chen Yi is reported to be proceeding to Hangchow.

THE FRANC'S RISE.

DISASTROUS REACTION FEARED.

Paris, Oct. 22.—The progressive idea of the franc, at present 162, is alarming speculators, who are hastening to unload on account of a fear that the franc will reach 150.

Business men three months ago purchased at 180 to 200, and are now compelled to buy French currency to meet their obligations in the future, when the franc will have improved further.

The newspapers say the Government is apprehensive of a continued rapid rise, which might have a disastrous reaction.

MOTOR RACING.

BRITISH WORLD'S RECORD ESTABLISHED.

Rugby, Oct. 22.—A further world's motor racing record was beaten at Brooklands yesterday by Mr. Parry Thomas in his Leyland-Thomas machine.

He broke the world's record for one hour from a standing start, covering 120 miles 1,397 yards in that time; which is a mile and a half better than the previous record made by a Panhard car at Montlir in March.

Great Britain thus recaptures the most coveted of all motor records on the eve of the Motor Show, which opened at Olympia, London, this morning. —*British Wireless.*

EMPIRE AFFAIRS.

SEA COMMUNICATIONS.

Rugby, Oct. 22.—Statements made yesterday by the President of the Board of Trade and Secretary for the Colonies on Imperial economic problems are all being discussed by the Imperial Conference to-day, and according to present arrangements the debate on foreign affairs raised by Sir Austen Chamberlain's speech will be resumed on Monday.

Of many schemes for speeding up communications within the Empire that are advanced for the consideration of the Imperial Conference, one which is attracting attention is for the establishing and building of fast mail steamers between England and India and Australia. The scheme, it is stated, had been approved in principle by the Australian Government, and if adopted it would involve the formation of a company with a capital of about £11,000,000 to build a fleet of seven 22 knot liners, which would save twelve days in the journey to Melbourne as compared with the present services.

It is not contemplated that either the Imperial or Dominion Governments should contribute to the capital of the new line, but its promoters, who include Sir James Conolly, formerly Agent-General for Western Australia, and other prominent business men, ask that the same approximate mail subsidies as are now paid shall be transferred to them, and also all assisted emigrant traffic other than that carried by the Australian Commonwealth Line's "Bay" class steamers.

Besides mails and passengers, it is proposed that the new vessels would carry refrigerated and general cargo. —*British Wireless.*

A BIG SWINDLE.

FORGED BILLS OF LADING.

Berlin, Oct. 22.—The examination of cases of merchandise lying at Shanghai, revealing worthless drinking glasses, whereas the bills of lading were forged to represent high values, led to the disclosure of a swindling plot allegedly involving \$75,000, and going on for a year or two, Hamburg merchants exporting to Shanghai comparatively cheap commodities, after obtaining large bank credits on fictitious bills of lading.

Two men have been arrested at Hamburg, while the police are searching Shanghai for a confederate, who has disappeared. —*Reuter.*

EDITOR FOR 55 YEARS.

A TRIBUTE TO SCOTT OF THE "GUARDIAN."

Rugby, Oct. 22.—A bronze bust of Mr. C. P. Scott, who for 55 years has been editor of the Manchester Guardian, was yesterday presented to the City of Manchester by Lord Derby, on behalf of a large number of subscribers, including outstanding figures in the Church, politics, art, literature and the Law.

A notable tribute was paid by Lord Derby to the independence, courage and earnestness of conviction with which the Guardian has been conducted under Mr. Scott, and letters were read from the Prime Minister and other public men of all political parties, expressing deep appreciation of his work.

Mr. Scott is eighty years of age. —*British Wireless.*

The Exact Degree of Nourishment for Baby's age



GUARDED by the magic armory of Sabrina, his shield emblazoned with a fiery cross, St. George of Merrie England adventured through the world.

How you yearn to equip your little one for the perils of life, its difficulties and its wonders. To start him so that he cannot fail! But magic shields are no longer available. In these days your gift must be more prosaic.

You choose Baby's armor when you buy his first food. If it is the right food your gift is the protecting shield of health and strength. Of such is "Allenbury's" the Progressive System of Infant Feeding, which provides the maximum nourishment at each stage of Baby's development.

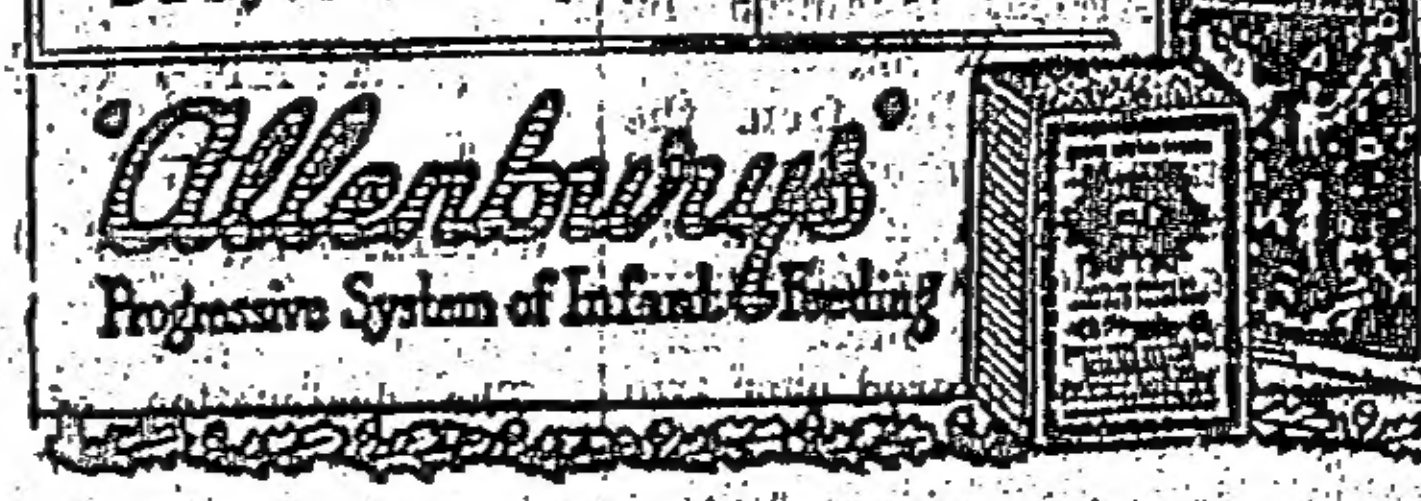
Even the most delicate can assimilate it readily. Doctors recommend it. Learn why there are three "Allenbury's" Foods—No. 1 from birth to three months—No. 2, from three to six months, and Malted Food No. 3 for older babies.

Write for Booklet & Free Sample tin

The first step in choosing Baby's food is to read the "Allenbury's" book "Infant Feeding and Management." The next step is to try the food. Accept this free offer of the book and a full 1/4 lb. tin. Then decide on Baby's future for yourself. Be careful to give Baby's age when writing so that we may send the correct food—and please mention this paper.

Allen & Hanbury's, Ltd.

40 Cannon Road, Shanghai.



SOCIETY OF ST. VINCENT DE PAUL

ANNUAL MOTOR CAR DRAW

In aid of the funds of the Society for the support of the Poor of Hongkong.



FIAT 509

a Four Seater Torpedo De Luxe Car with all of the latest refinements

To be drawn for on the night of the Society's 43rd Annual ALFRESCO FETE—5th December 1926. Tickets (\$3. each) on sale at various Clubs, etc., and at the Dero Motor Co., Kowloon where the car is on view.

HELP HONGKONG'S POOR

For your presents, At Home's and other parties during this cool season, has specially arrived from PARIS a great assortment of

L. JACQUIN'S

NOUGATS, DRAGEES, CHOCOLATES,

SWEETS of all flavours:

LIQUEUR, ALMOND etc.

Obtainable at:

EUROPE-ASIA TRADING Co.

PEPPER BUILDING (1st FLOOR)

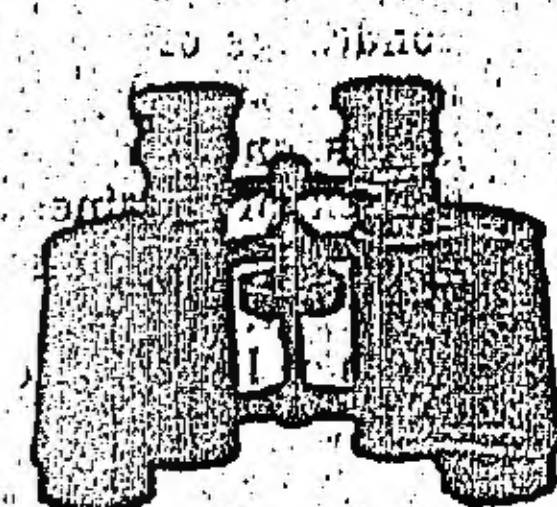
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"PEONY" EVAPORATED MILK

For Any One Of A Dozen Reasons.

You'll Like It!

Ask for it at your dealer's



Heat or cold —

"they need SCOTT'S"

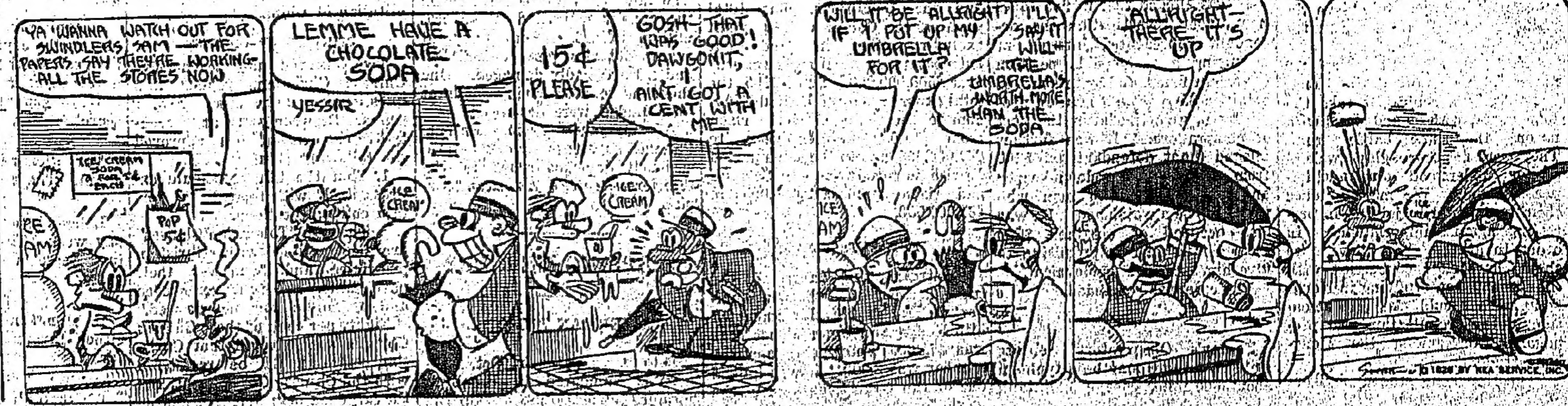
SCOTT'S Emulsion brings health and strength at all ages of life. Contented and happy are little ones who are nourished by SCOTT'S Emulsion.



SALESMAN SAM

Sam's the Goat

By Swan

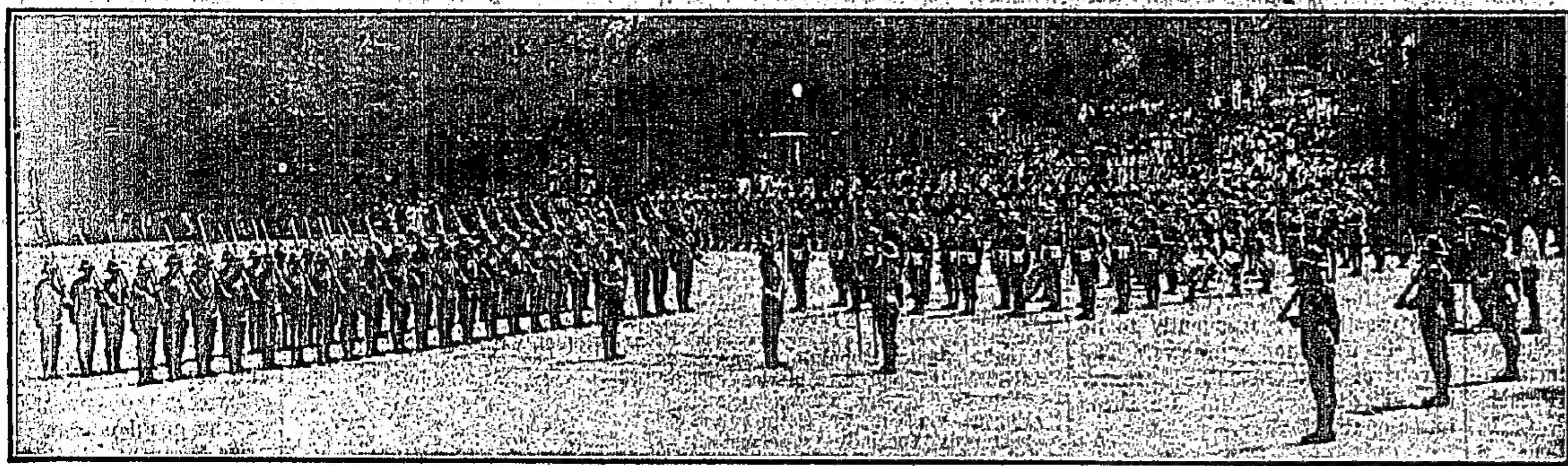
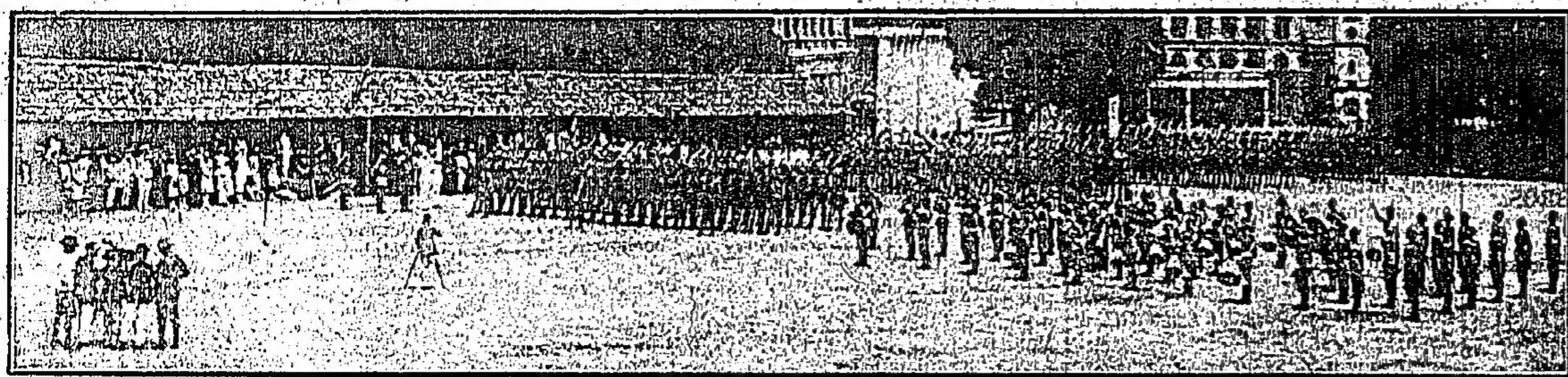




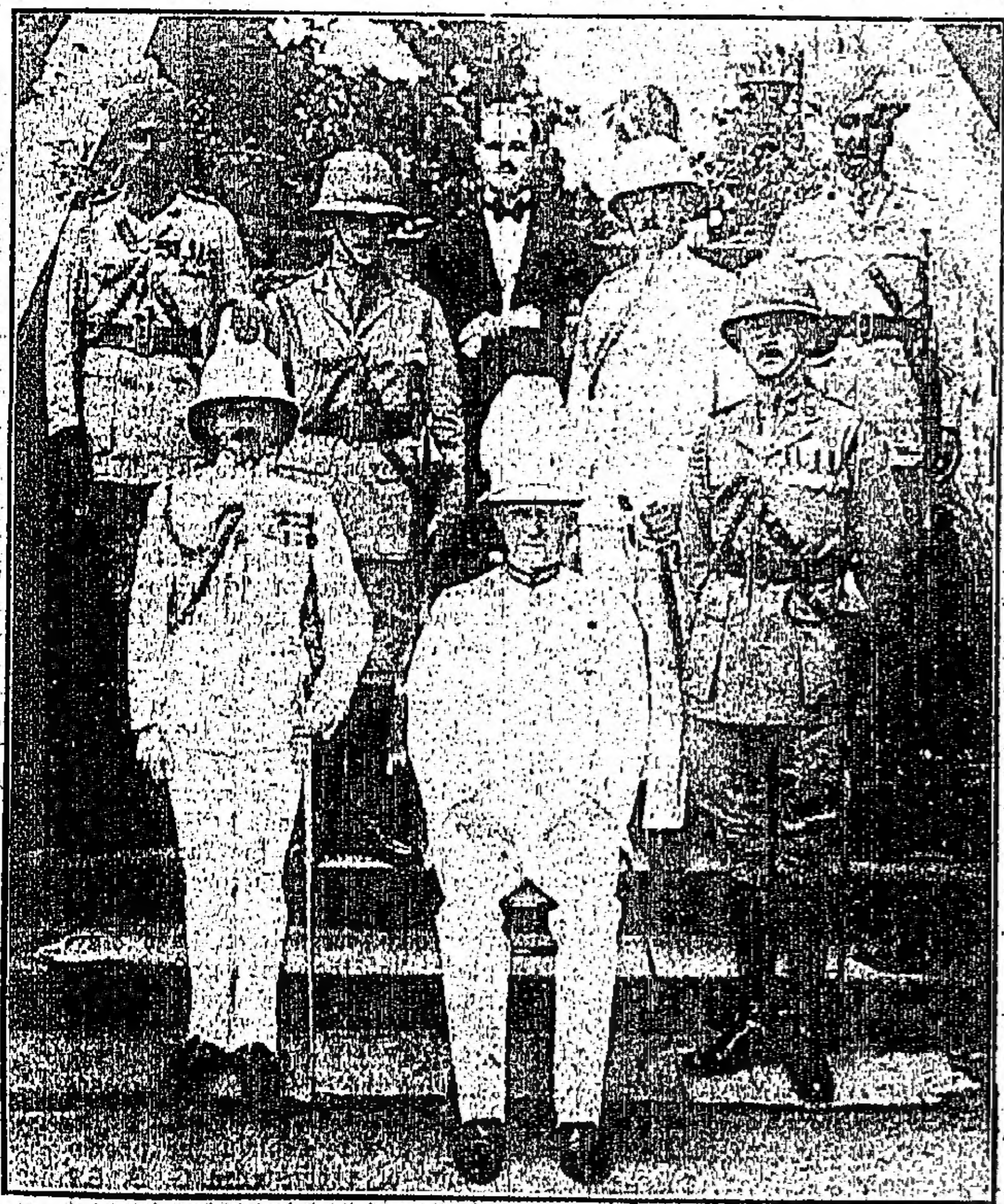
Above is seen H.R.H. Prince George at the Harkow Polo Club's gymkhana, which was held on October 2nd. With the Prince are seen Mr. R. Parr and Mr. E. McLaren. (Photo: H. J. Asmus.)



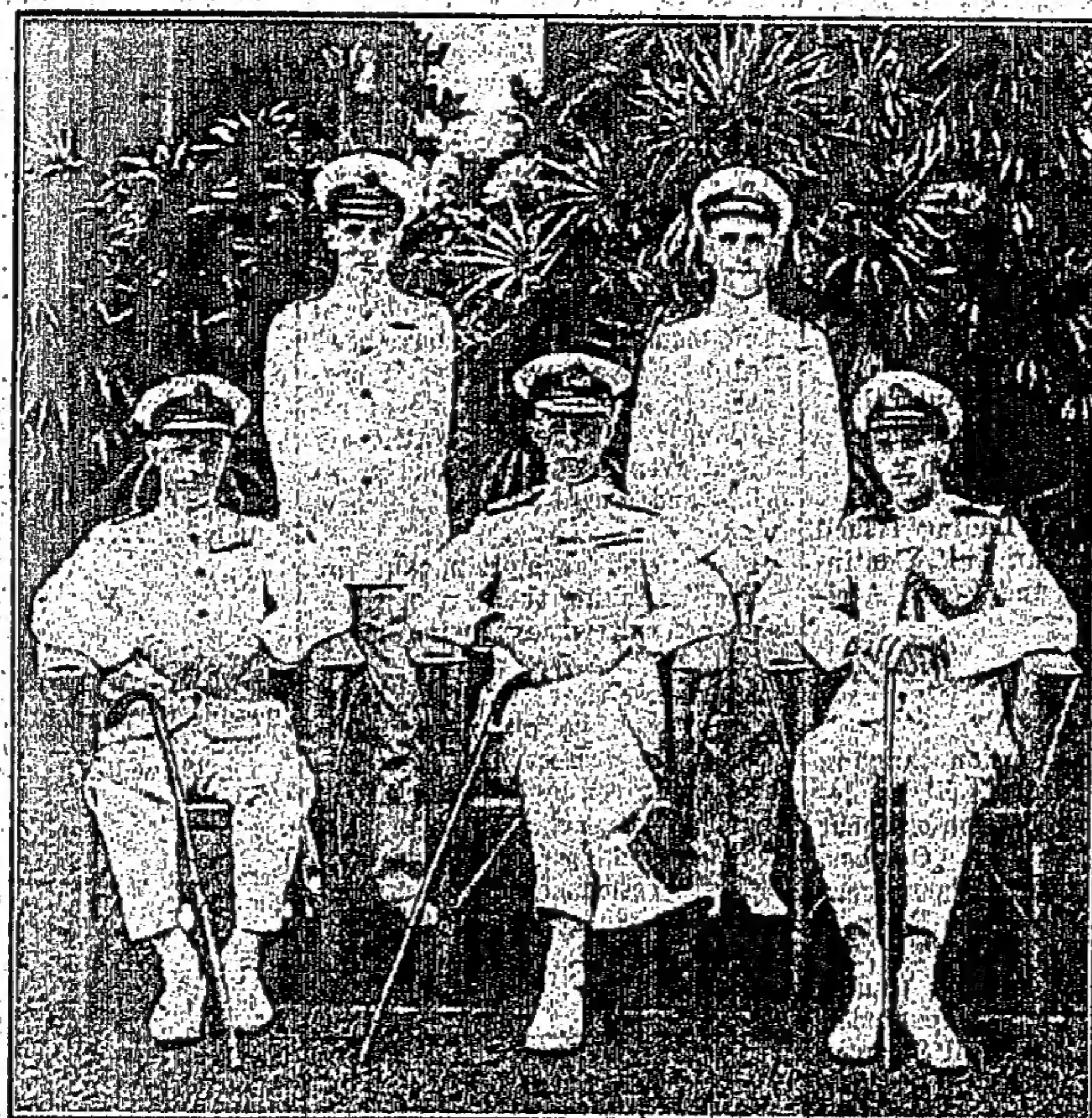
Capt. C. D. Armstrong and his bride, Miss Dorothy Holyoak, under the archway of swords formed by his fellow officers, at last Saturday's wedding. (Photo: Ming Yuen.)



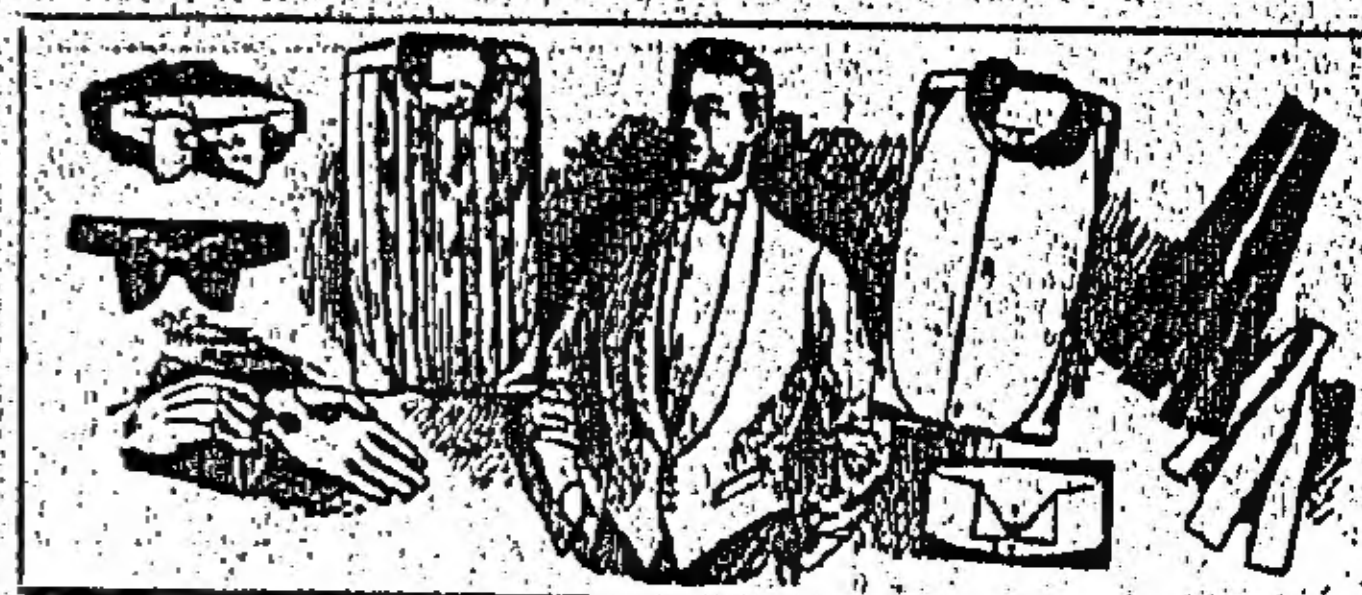
Photographs taken at the Trooping of the Colour by the East Surreys on Murray Parade ground last Monday. In the top picture is seen the march past, whilst in the lower the ceremony of receiving the Colour is depicted. (Photo: Ming Yuen.)



H. E. the Governor (Sir Cecil Clementi, K. C. M. G.) together with his A. D. C., Hon. A. D. C.'s and Private Secretary. (Photo: Moe Cheung.)



Rear-Admiral A. J. B. Stirling, C.B., Commodore in charge of Naval Establishments in Hongkong, together with his staff. (Photo: Moe Cheung.)



Our reputation

as DRESS WEAR experts is too well known to need emphasis here. The care for every detail has personal attention and can be relied upon to be "just right."

Call and consult us.

MACKINTOSH & CO., LTD.

MEN'S WEAR SPECIALISTS

Alexandra Building.

Des Voeux Road.

YE OLDE PRINTERIE LIMITED.

FOR CHRISTMAS CARDS
DESIGNED BY US OR MADE UP
TO CUSTOMERS REQUIREMENTS

CHINA BUILDING BASEMENT

Entrance Facing QUEEN'S THEATRE

Telephone 3797.

Photograph Post Cards

showing general panoramic views, Peak districts, beautiful scenery, centres of commercial activity, notable structures, typical street scenes, forms of labour in contrast, scenes from native life, various Chinese processions, etc.

Price:- 10 cts. each, 40 cts. per doz., 75 cts. per 1 doz., Special rate given to orders of large quantities.

MEE CHEUNG PHOTOGRAPHERS

Ice House Street and Beaconsfield Arcade.

ROYAL & CO.

The Leading Shoemakers

Established 15 Years.

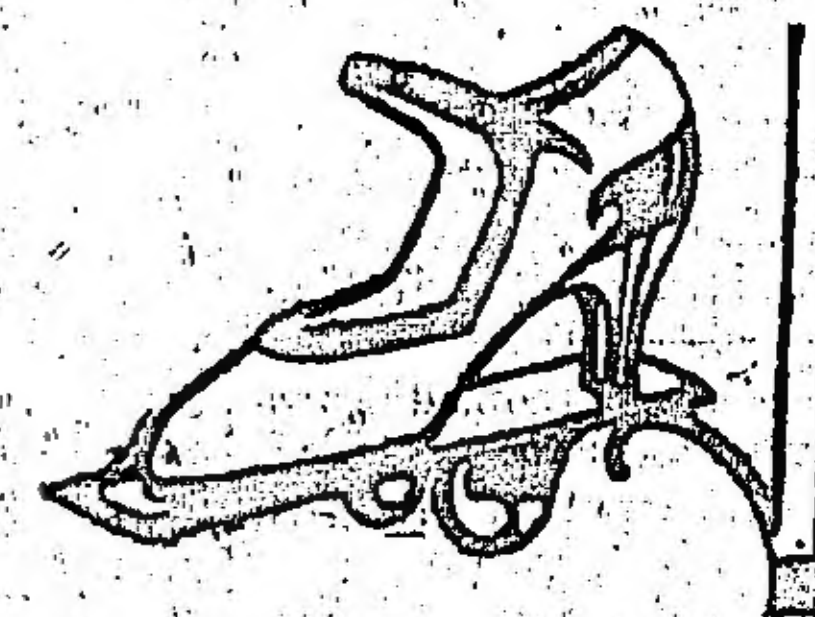
All styles made to order.

Dancing Shoes a Speciality.

Shoes re-covered in all colours, fabrics and leathers

No. 1, D'Aguilar Street,

Telephone C. 3237



When buying Toilet requisites and articles for personal use, one wishes to be very sure that they are of the highest quality and of undoubted purity and freshness.

The Queen's Dispensary.

guarantees these qualities to all who make their purchases there, and in addition a courteous and obliging service.

22, DES VOEUX ROAD
(NEXT TO WHITEAWAY'S)

TEL. CENTRAL 492.

WHITEAWAY'S

OUR STANDARD VALUE IN BABY CAR

THE "COMPACTUM" CAR



The "COMPACTUM" folding car, all steel frame and tubular steel pusher. Fitted with rubber tyred wheels and leather waist strap. The seat and back are well padded with good quality leather cloth. Complete with storm apron.

STANDARD VALUE PRICE **\$35.00**

FIRST FLOOR SHOWROOMS

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

Prepaid Advertisements

25 WORDS FOR \$1.00

(\$1.50 if not prepaid)
The following replies are awaiting collection—

1392, 1342, 1397, 1441, 1444,
1456, 1462, 1453, 1512, 1516,
526, 32, 38, 72, 80, 88,
X.Y.Z.

MISCELLANEOUS.

TWO EUROPEAN LADIES playing Piano, Jazz-Band, harmonium and Banjo-Mandoline, open for engagements in hotels, or private parties. Would go any other town. Write Box No. 97, care of "Hongkong" Telegraph.

SITUATIONS WANTED.

EUROPEAN YOUNG LADY knowing several languages asks situation. Write Box No. 96, care of "Hongkong" Telegraph.

POSITION WANTED.

EUROPEAN LADY willing to give services as Companion, or assist with children, in return for passage to England. Apply Box No. 49, care of "Hongkong" Telegraph.

FOR SALE.

FOR SALE.—Studebaker Special Six (29/50) condition excellent—running order perfect—owner driven, any trial—recommended by Hongkong Hotel Garage. Price \$1700. Apply Box No. 94, care of "Hongkong" Telegraph.

PREMISES TO LET.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 82, Kennedy Road.

TO LET.—Office Rooms, 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—A three roomed European FLAT on top floor of No. 14, Conduit Road. Apply to H. M. H. Nemaze.

TO LET.—GROUND FLOOR OFFICES, near Kowloon Ferry. Apply to Box No. 47, care of "Hongkong" Telegraph.

TO LET.—Spacious Office on the ground floor of P. & O. Building, Dev Voeux Central. Apply Mackinnon Mackenzie & Co.

TO LET.—Furnished, "Cragside" No. 460, Barker Road, Peak. A six roomed HOUSE with Tennis Court. Apply Box No. 95, care of "Hongkong" Telegraph.

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in LA, Chater Road. Apply E. D. Sassoon and Company, Ltd.

TO LET.—European Houses Nos. 53 & 55, Kennedy Road and Nos. 1 & 2, Broadwood Road, with all conveniences. Apply X. Y. Z. care of "Hongkong" Telegraph.

TO LET.—From 1st November, Furnished, No. 402, Severn Road, Peak. Eight roomed house with Garden and Tennis Court. Apply Special Manager, Russo-Asiatic Bank.

TO LET.—First Class European Residence 3, McDonnell Road, two storied, with gar ge, phone, light, gas installed. Moderate rental. Apply Box No. 86, care of "Hongkong" Telegraph.

COMMODOUS Ground Floors of Nos. 15, 16 & 17, Connaught Road C., and First Floor of No. 16, Next P. & O. Bldg. Suitable for shipping offices. Apply S. K. Trust Ltd., 29, Connaught Road C.

FOR QUICK disposal one No. 77 Mimeograph cost \$326.00 also one Corona Typewriter for cash immediately \$195 and \$55 respectively. Mimeograph will be kept in good order and cleared free of charge for 12 months from date of purchase. Present owner getting larger machines for reason for disposal. Address Post Office Box 434 or Tel. C.4630.

NEW ADVERTISEMENTS.

G. R. NOTICE.

ISLAND ROAD.

The road round the Island will be opened for traffic from to-day the 23rd inst. but drivers must proceed with caution at places where breaches in the road were made by recent storms, as only half of the roadway is available for traffic at these points.

E. D. C. Wolfe,
Capt. Supt. of Police.

Hongkong, Oct. 22, 1926.

IN THE SUPREME COURT OF
HONGKONG COMPANIES
(WINDING-UP)

NO. 1 OF 1924.

In the Matter of the Companies Ordinance

1911-1925:

and

The Chinese Merchants Bank Limited.

NOTICE OF DIVIDEND.

Notice is hereby given that it is intended to declare a second dividend in the above matter, and Creditors, who have not already done so, are required on or before the Thirtieth day of November, 1926, to send their names and addresses, and the particulars of their Claims, if any, to the Undersigned, the Liquidator of the said Company, and are also required by their Solicitors or personally to come in and prove their said debts or claims at the office of the Official Receiver, Supreme Court, between the hours of 10 a.m. and 4 p.m. or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.

Dated this 22nd day of October, 1926.

JOHN FLEMING, C. A.,
Liquidator.

c/o Lowe, Bingham & Matthews,
3, Queen's Road, Central,
Hongkong.

FANLING HUNT STEEPLECHASES.

SATURDAY, 30TH OCTOBER,
1926.

Saddling Bell 3.00 p.m.
First Race 3.30 p.m.

Admission to Enclosure
and
Public Stands.

Per Head \$1.00

Motor Cars can be parked on
the rail opposite the Grand Stand.

Per Car \$5.00

Members are advised that they
must show their badges to obtain
admission to the Members Enclosure.

Special Express trains to the
Races leave, Kowloon 2.07 p.m.
arriving Fanling 2.34 p.m.

First Class Return fare \$1.50
Second Class Return fare 0.90

Refreshments on the grounds.

NOTICE.

THE HONGKONG & CANTON
ICE MANUFACTURING CO.,
LIMITED.

NOTICE TO SHAREHOLDERS.

The FIFTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on TUESDAY, 2nd Day of November, 1926, at Noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1926.

The TRANSFER BOOKS of the Company will be CLOSED from 19th October to the 2nd November, 1926, both days inclusive.

By Order of the
Board of Directors,

J. D. THOMSON,
Acting Secretary.
Hongkong, 16th October, 1926.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on TUESDAY,
the 26th October, 1926,
commencing at 11 a.m.
at their Sales Room, Duddell
Street.

A Quantity of Household
Furniture,
and

(for account of the concerned)

4 Enamelled Baths.
2 Flush Tanks.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on FRIDAY,
the 29th October, 1926,
commencing at 2.45 p.m.
at No. 5, Chatham Road, Kowloon.
A Quantity of Valuable Household
Furniture,
comprising:—

Hatstand, Tapestry covered
Couch and Chairs, Mantel Piece,
etc., etc.

Teak Extension Dining Table,
Dining Chairs, Teak Slideboard
with Bevelled Mirror, Teak Dinner
Waggon, Ice Chest, etc., etc.
Teak Bedstead with Mattresses,
Teak Wardrobes with Bevelled
Mirrors, Teak and Marble Top
Top Washstand, Teak Chest of
Drawers, etc., etc.

Catalogues will be issued.

On View from Thursday, the
28th October, 1926.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

HUGHES & ROUGH LIMITED.

GENERAL AUCTIONEERS,
IMPORTERS, EXPORTERS &
GENERAL BROKERS.

CHURCH SERVICES.

A CHANGE OF ONE DOLLAR IS MADE
FOR NOTICES UNDER THIS HEADING

St. John's Cathedral, Hongkong,
October 24th, 1926, 21st Sunday
after Trinity. Holy Communion,
8 a.m.; Matins, 11 a.m. Preacher:
Rev. J. F. Stoford, C. F. Litany,
12 noon; Evensong, 6 p.m. Preacher: Rev. W. T. Beckerson, C.F.

First Church of Christ, Scientist,
Macdonnell Road, below Bowen
Road Tram Station. Sunday
Service, at 11.15 a.m. Subject:
"Probation After Death."
Wednesday Evening Meeting
at 5.30 p.m. Reading Room
at above address open:
Tuesday and Friday 10 a.m. to
12 noon, Monday and Thursday
5 to 7 p.m. The Public is cordially
invited to attend the Services
and visit the Reading
Room.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

For Straits, Colombo, Australia,
Bombay, Egypt, Mediterranean
Ports and London.

Through Bill of Lading issued
for Batavia, Persian Gulf, Continental,
American and South African
Ports.

The Steamship,

"NYANZA"

Captain L. M. Gordon carrying
His Majesty's Mails, will be
dispatched from this port on or about
Wednesday, the 27th October,
1926, at Noon taking Passengers
and Cargo for the about Ports.

Silk, Valuable and Tea for
Italy, France and London (under
arrangement) will be transhipped
at Bombay into the Mail Steamer
proceeding direct to Marseilles
and London.

Parcels will be received at this
office until 5 p.m. the day before
sailing. The contents and value
of all packages must be declared.
For further particulars, apply to

MACKINNON, MACKENZIE
& COMPANY,
Agents.
Hongkong, 22nd October, 1926.

CITY OF CABS.

INFLATION TIME IN WARSAW.

Warsaw.—Poland is in the
trough of economic depression and
is suffering in the present time all
the consequences of the fall in the
value of a year ago. Warsaw is,
even in the most normal of circumstances, a very different place
from any German town. But, inflation makes the contrast still
more striking. For one thing, this city's streets are full of the
noise of the perpetual trot-trot of
countless horse-carriages, whose
fares are so low that all classes
makes use of them. Naturally they
have always been common at Warsaw, but their survival is now
aided partly by the fact that the
municipality has not enough money
to spend on the improvements and
extensions that the tramways need,
partly by the tariff import restriction
imposed on motor-cars, as on other foreign goods in the
effort to redress the trade balance.

In small measure, Warsaw has
the atmosphere that Berlin breathed
three years ago, only without the
feverishness of the "millions-to-the-pound" days. The Englishman
will find living tolerably cheap,
though not very conspicuously so.
The city itself is distinctly dilapidated. The roads are not carefully
tended, and are full of pot-holes.
The shops no longer have the varied
display of goods, especially of
"Colonial" produce, that they had
a year ago. As the buildings are
of plastered brick they have grown
to look disreputable all the sooner;
for landlords and public authorities
cannot afford to keep them in
prompt repair.

The number of people who just
cling on to the skirts of existence
has increased. In the restaurants
and cafes there are many attendants
who perform no necessary
function. Round about the
stations there are such large clusters
that they spend half the day in
sleep up against the walls. At
most street-corners war invalids
are stationed who have been provided
with tiny cigarette stalls.
Loungers and beggars are many.
And once, perhaps, some shabby
gentleman of fortune, with a
flashier confederate in the background,
will side up to you as you
walk and try to sell you something.
Certainly the best restaurants
are gay enough, and many
Warsawians promenading on the
Ujazdowski dress with some distinction.
But over the greater
part of the city the chief element
of smartness in the streets is provided
by the many army consciousness
array is consciously and consciously
spruce.

In this latter connection it is
interesting to note that pictures
of Mussolini are frequently to be
seen in the shop windows. The
advent of Pilsudski has apparently
brought dictators and uniforms
into popular favour.

BAN ON WOODEN CROSSES.

ORDER FOR REMOVAL FROM CEMETERY.

Indignation has been caused
among many of the poorer people
at Wallasey (Cheshire) in consequence
of the corporation ordering
the removal of wooden crosses
and similar simple memorials from
the cemetery on the ground that
they spoil the beauty of the place.
Bereaved persons who cannot
afford the customary stones have
for some time been concerned by
an order banning any but approved
stone memorials. Many have been
afraid to give particulars of proposed
headstones for fear of rejection,
and have surreptitiously affixed
even less pretentious memorials
and crosses, which are now to go.

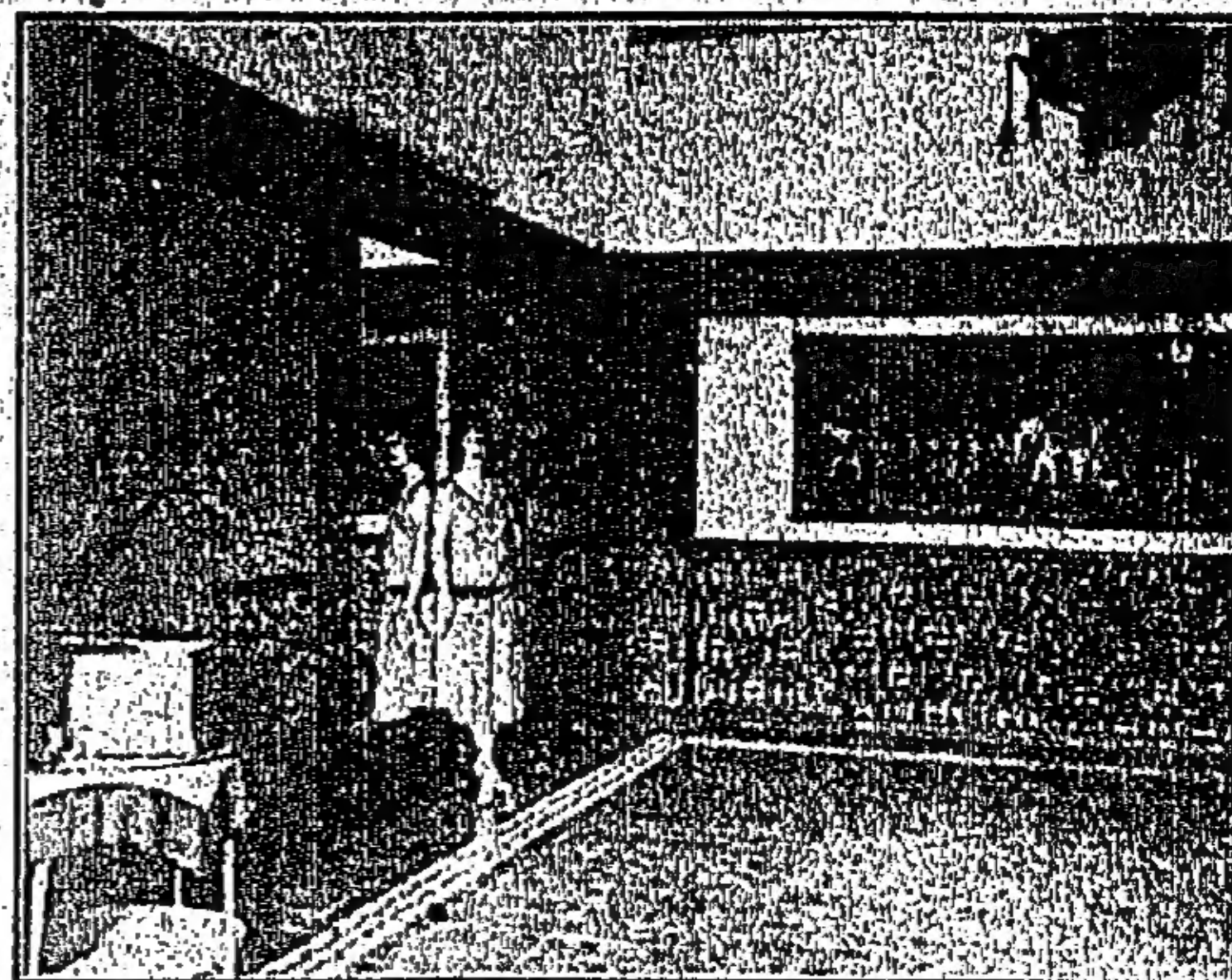
Poor people complain that the
council is taking the part of those
who can afford expensive memorials.
Assurance that the "utmost discretion"
will be observed in removing
the crosses and other fixtures
was given by Councillor D. P.
Charlesworth, chairman of the
Health Committee. "We are acting
with reticence," he said, "but
something must be done to maintain
the orderly appearance of the cemetery."

CHINA AUCTION ROOMS.

4, Duddell Street.
If you have anything you would
like to sell, exchange or advertise
send it to the CHINA AUCTION
ROOM.

E. V. M. R. de SOUSA.

SPECIAL DANCE STUDIO.



Above Miss Aileen Woods is seen in the special dance studio which was arranged for her sole use at the Hotel de Boer, Sumatra, where she met with much success during her three years' stay.

Foreign coal, stated a report to
the governors of the London
Hospital, produced such intolerable
smoke and dirt, that patients
could not use the balconies and the
wards near the chimney stack.

When sentence was postponed
on two men for burglary at the
Old Bailey, one of them said to the
Common Serjeant: "I regarded
burglary as a very serious thing
until I read 'Raffles' and saw some
cinema pictures dealing with
burglaries."

POST OFFICE NOTICE

NOTICE.

Dutiable articles forwarded by letter post to Great Britain are
liable to confiscation by the Customs. Such articles should be forwarded
by parcel post only.
Registered and Parcel Mails are closed 15 minutes earlier than the
time given below unless otherwise stated, and where mails are advertised
to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m.
on the previous day.

INWARD MAILS.

From	Per	Date.
U.S.A., Canada, Japan, Shanghai and Europe via Siberia	Pres. Jefferson	October 23.
Japan	Haruna Maru	October 23.
Europe via Nippon (letters and papers, London, 23rd Sept.)	Katsang	October 24.
Shanghai	Sochow	October 24.
U.S.A., Honolulu, Japan and Shanghai	Pres. Monroe	October 25.
U.S.A., Honolulu, Japan, and Shanghai	Korea Maru	October 25.
Manila	Empress of Canada	October 25.
Japan and Shanghai	Angkor	October 25.
Saigon	Chambord	October 26.
Straits	Devanah	October 27.
U.S.A., Honolulu, Japan and Shanghai	Pres. Cleveland	October 28.
Shanghai	Khyber	October 29.
Straits	Kashima Maru	October 31.
Australia and Manila	Tanda	November 1.

OUTWARD MAILS.

For	Per	Date.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles	Haruna Maru	Sat., Oct. 23.
	Registration	1.45 p.m.
	Letters	2.30 p.m.
	(Due Marseilles 22nd November)	
Formosa	Kohoku Maru	Sat., Oct. 23, 3.30 p.m.
Manila	Pres. Jefferson	Sat., Oct. 23, 3.30 p.m.
Shanghai, Japan, Honolulu, Canada, U.S.A., C. and S. America and Europe via San Francisco and Europe via Siberia (letters and postcards specially superscribed "Via Siberia" only)	Pres. Lincoln	Sat., Oct. 23.
	Parcels	3 p.m.
	Registration	4.15 p.m.
	Letters	5 p.m.
	(Due San Francisco, 17th November)	
Amoy	Kiungchow	Sat., Oct. 23, 5 p.m.
Macao	Taishan	Sun., Oct. 24, 8.15 a.m.
Holhow and Haiphong	Tea	Sun., Oct. 24, 9 a.m.
Macao	Sun. An	Sun., Oct. 24, 1.15 p.m.
Kongmoon	Wing On	Sun., Oct. 24, 5 p.m.
Bangkok	Chinhua	Mon., Oct. 25, 10.30 a.m.
Manila	Pres. Monroe	Mon., Oct. 25, 5 p.m.
Amoy	Sochow	Mon., Oct. 25, 5 p.m.
Shanghai and Japan	Chambord	Tues., Oct. 26, 1.30 p.m.
Saigon, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles	Angkor	Tues., Oct. 26.
	Registration	1.45 p.m.
	Letters	2.30 p.m.
	(Due Marseilles, 26th November)	
Swatow, Amoy and Foochow	Haining	Tues., Oct. 26, 3 p.m.
Amoy	Kingyan	Tues., Oct. 26, 5 p.m.
Straits, Ceylon, India, Mauritius, E. and S. Africa	Nyanza	Wed., Oct. 27, 10.30 a.m.
Straits and Calcutta	Hosang	Wed., Oct. 27.
	Parcels	1 p.m.
	Letters	2 p.m.
	Suiyang	Wed., Oct. 27, 5 p.m.
Shanghai, Japan, Canada, U.S.A., C. and S. America and Europe via Vancouver, B.C. and Europe via Siberia (letters and postcards specially superscribed "via Siberia" only)	Empress of Canada	Thurs., Oct. 28.
	Parcels	3 p.m.
	Registration	4.15 p.m.
	Letters	5 p.m.
	(Due Vancouver, B.C. 15th Nov.)	
Wellswell	Kueichow	Fri., Oct. 29, 2.30 p.m.
Swatow, Amoy and Foochow	Haiching	Fri., Oct. 29, 3 p.m.
Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and Europe via Marseilles	Khyber	Sat., Oct. 30, 12.30 p.m.
	Registration	9.45 a.m.
	Letters	10.30 a.m.
	(Due Marseilles 27th November)	
Sandakan	Hinsang	Sat., Oct. 30, 12.30 p.m.
Bangkok	Kwoyang	Sat., Oct. 30, 2.30 p.m.
	Correspondence bearing vessel's name only.	

Shanghai, Japan, Canada, U.S.A., C. and S. America and Europe via Vancouver, B.C. and Europe via Siberia (letters and postcards specially superscribed "via Siberia" only)	Empress of Canada	Thurs., Oct. 28.
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Shanghai, Japan, Canada, U.S.A., C. and S. America and Europe via Vancouver, B.C. and Europe via Siberia (letters and postcards specially superscribed "via Siberia" only)	Empress of Canada	Thurs., Oct. 28.
	Parcels	3 p.m.
	Registration	4.15 p.m.
	Letters	5 p.m.
	(Due Vancouver, B.C. 15th Nov.)	
Wellswell	Kueichow	Fri., Oct. 29, 2.30 p.m.
Swatow, Amoy and Foochow	Haiching	Fri., Oct. 29, 3 p.m.
Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and Europe via Marseilles	Khyber	Sat., Oct. 30, 12.30 p.m.
	Registration	9.45 a.m.
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Shanghai, Japan, Canada, U.S.A., C. and S. America and Europe via Vancouver, B.C. and Europe via Siberia (letters and postcards specially superscribed "via Siberia" only)	Empress of Canada	Thurs., Oct. 28.
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WARDROBE TRUNK



Constructed for maximum strength in every detail.

New Shipment Just Arrived.

THE SINCERE CO., LTD.



YOUR'E SURE TO BACK A WINNER

— if you send your clothes to us for dry-cleaning or dyeing.

We specialise in renovating and pressing garments.

TRY US JUST ONCE!

THE INTERNATIONAL DRY CLEANING & DYEING CO.
19, Wyndham St., Hongkong. — 36, Nathan Road, Kowloon.



Distributors—

American Milk Products Corporation.

5, Duddell Street.

Tel. C. 3722.

MR. WELLS' NEW BOOK

A SPLENDID HYBRID.

The following is the *Observer's* critique of Mr. H. G. Wells' new book, "The World of William Clissold":—

Mr. Wells gives us a lot in his book, and asks a lot of us in his preface. But unfortunately the relation of author and critic cannot be settled on the bargain basis; if it could, the whole of my generation would be exempt from criticising Mr. Wells at all. We owe him so much, both of inspiration and of delight, that our eyes would be shut from scrutiny and our pens loosened for laudation. Mere gratitude, however, butters rather than 'batters' reputations. Over and above the innumerable other things we owe Mr. Wells we owe him honesty; and, to be perfectly honest, the assumptions of this book and this preface won't quite do.

The very title palpitates with causes of misgiving. "The World of William Clissold." The world? Not in the three promised volumes, not in thirty, can even Mr. Wells present the world of anybody. All that is really meant, I gather, is that we are to have a fuller picture than most novelists would give. (Well, with the name of H. G. Wells on the title-page, we should rather think so!) We are to have opinions as well as incidents. Mr. Wells and Mr. Clissold are happily at one on this point. "Is it not quite as much 'life' to meet and deal with a new lover?" asks Mr. Wells, and Mr. Clissold imparts "a short history of human society as a labour-money complex evolved out of the primitive patriarchal family." The feather-pate Clementina, who sums up geology as "old rocks" and paleontology as "old bones," is accused by Mr. Clissold, for whom she "professes an affection that is altogether monstrous," of dismissing "three-quarters of human concerns as uninteresting." Nothing, admittedly, is uninteresting—only, for the understanding of Mr. Clissold, what he thinks about particular problems is not important in comparison with his general state of mind and feeling. We all realise that what Mr. Wells thinks about particular problems is important; but that brings us back to the paradox of the preface, where we are flatly told that we are not to confuse Mr. Clissold's opinions with Mr. Wells's.

This first volume contains a generous deal of speculation to a halfporth of narrative. At the end of it, we know that Mr. Clissold, autobiographer, is a man of fifty-nine, successful in scientific research and its commercial application; that his father was a sensationally fraudulent bankrupt, that he was educated abroad, then at Dulwich, then at South Kensington; and that he has a house near Gasse, where Clementina brings him flowers and the spirit of romping interruption. We have been given rapid sketches of the splendid inconsequent father, the dependable brother, the feather-pate Clem, and Sir Rupert York, a great and single-minded authority on "rostrum-carinate implements and such-like riddles." Above all, the mother, who appears scantily and faintly, has been touched off to one of those Wellsian flashes which tell you more about a single human being than any number of short histories of labour money complexes could do: "My mother, I know, loved to have things explained to her. She did not listen, but she loved to have things explained to her."

More expansively, we have been told that Mr. Clissold does not believe in God: "For good, or evil no God is dogging me. There is no shield at my back and no friend to guard me from the ambush." What he does believe is this: "There is much to support the assertion that life has been uninterruptedly progressive from its first beginning": "Mind grows—and grows at an ever-increasing pace." He dismisses the whole question of "what 'real' may mean" as insoluble: he supposes "that this present unfolding of consciousness and will is only a birth and a beginning, that he himself is not merely himself 'but a participator in a Being that has been born but need not die.' It would be enormously interesting to know that this loose and vague mysticism was the conclusion of a mind as ripe, as daring, as powerful as Mr. Wells's. As the conclusion of an imaginary Mr. Clissold, it is manifestly not so exciting. The division is no less hampering when we turn to politics. Here we have an extremely energetic onslaught on Marxism, and indeed, on all attempts to present social pheno-

CHANGING RUSSIA

MR. R. WILLIAMS ON HIS VISIT.

Mr. Robert Williams, chairman of the Labour Party Executive, who spent three weeks last month in Soviet Russia, has returned to London with some interesting impressions of political and social developments in that country. He bases a belief that the Union of Soviet Socialist Republics is becoming more stable on the fact that those in charge of the Government of Russia have learned, as probably no other Government has ever learned, how to compromise and adjust themselves to changed conditions.

In the early days of the Soviet regime, Mr. Williams said, there was nominally and ostensibly a proletarian dictatorship. Now, however, after the experience gained through the new economic policy initiated mainly by Lenin, the trade unions and the peasants were coming more and more to control the destiny of their own country. The present Government was one which rested on the acquiescence, if not the consent, of those who were governed, and the bulk of the workers, urban and agricultural, were in an increasing degree asking for results rather than phrase-mongering. Economic standards had been enormously improved since his earlier visit in 1920, but, broadly speaking, nominal wages were below those obtaining in this country. There were other factors, however, besides wages which entered into the workers' standards, and his own view was that the workers were so far content that they would fight, not only against a potential foreign invader, but also against any mischievous home influence, whether counter-revolutionary or even pro-revolutionary like that of Zinoviev and Trotsky, which might attempt the formidable task of upsetting the present stable condition of affairs.

Mr. Williams indicated that the people were deluded concerning the position in England. "Everywhere I went," he said, "I was catechized about the calling off of the general strike. The papers are chock full of propaganda, and many of the workers, who are childish in their outlook on foreign affairs, are firmly convinced that the revolution in England is only delayed by the action, or inaction, of the Right Wing leaders."

"This is all part of a not entirely unsophisticated plan to let the workers, soldiers, and peasants believe that all trade union leaders and Socialists in Western Europe are betraying the cause of the workers, while those in high places in Russia are heaven-blessed in intelligence and moral probity."

mena as a system; an extremely amusing parody of Fabianism; an extremely brilliant lightning-history of civilisation. But we are to regard these views as merely parts of the mental make-up of Mr. Clissold! The facts are part of fiction. But then the facts by which Mr. Clissold supports his (not Mr. Wells's) arguments—as, for instance, his experience of the Bolsheviks—are fiction too? Certainly, this is to ask a lot of us! Certainly, this is make the best of both "The World of William Clissold" and the world we live in!

It may be taken for granted that many of the difficulties and disproportions will disappear when we possess the whole story. One volume of a three-volume novel is bound to disappoint. The old three-decker did not put to sea a deck at a time, and a portion is not a portrait. But that all the difficulties will disappear I find it impossible to believe. There is a central fallacy in Mr. Wells's double claim that he is not writing about himself, and that no author can write about anybody who is not, in some measure, himself—not, of course, in external habit or circumstance, but in essential nature and in mental attitude. Shakespeare, he urges, is held to be Hamlet. But would he urge that Shakespeare is Iago; and Rosalind, and Henry V., and Perdita? The truth seems to be that Mr. Wells is planning and executing, with the immense incidental success which his genius would give to anything, a kind of hybrid between fact and fiction, which lesser men could not hope to handle, and which, even in his hands, lies open to grave aesthetic indictment.

"And what," he may answer, "if it does?" It gives, at any rate, a rich picture of the queer, sprawling times in which we live; it paints that picture with a variety, an energy, an idealism beyond praise. Let us end as we began—with gratitude.

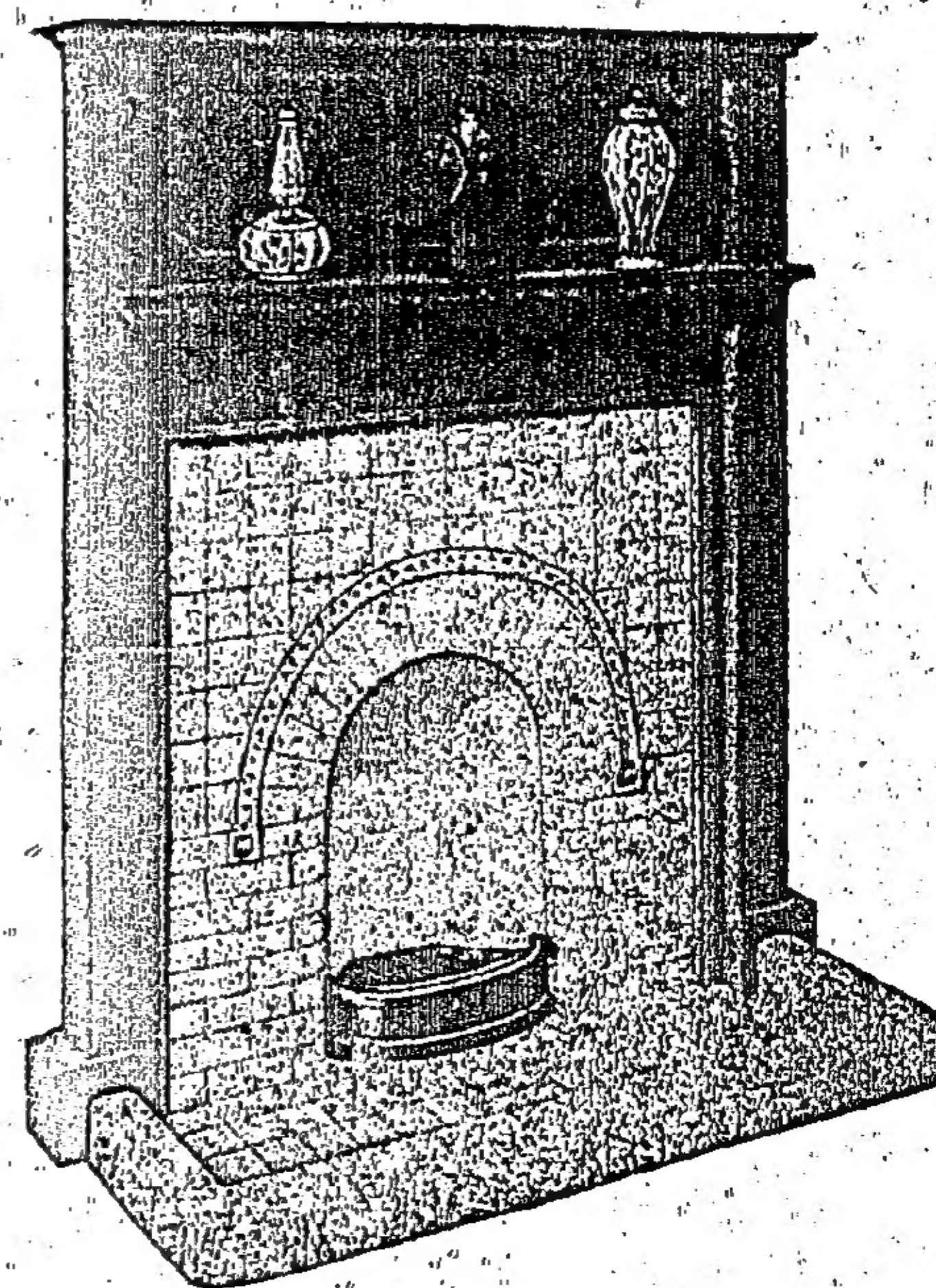
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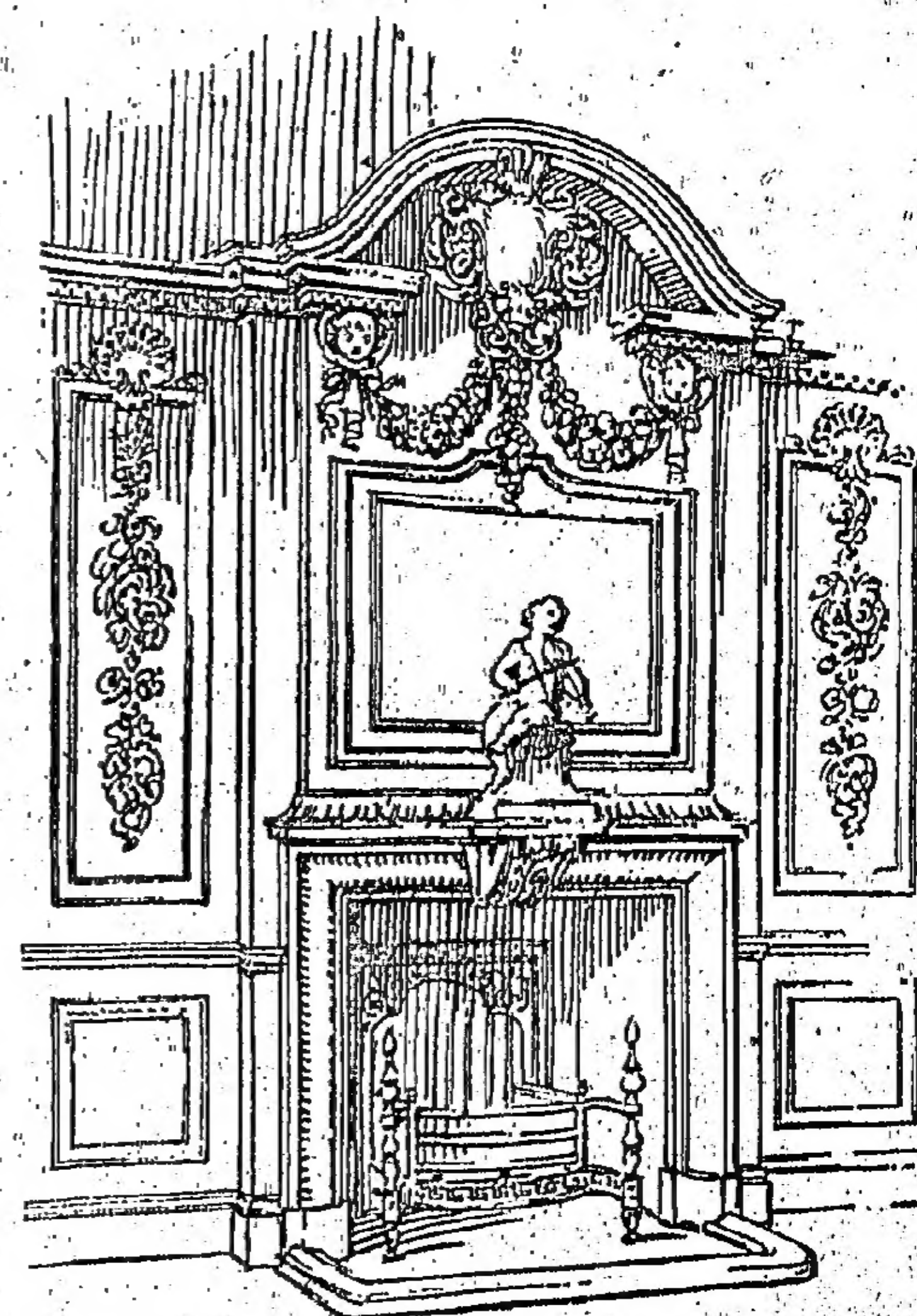
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A New Way
to lighten cloudy teeth

—and without bleaching or harsh grit
The way foremost dentists now are urging



FULL teeth, shiny teeth, teeth that look lovely with their natural color, are the mark of a woman's beauty.

Cloudy teeth, however, are a disfigurement. They are caused by a film of decayed food particles, which, if not removed, will lead to decay.

This new way to lighten cloudy teeth is a safe, effective method that does not harm the enamel. It is a new way to get the natural beauty of your teeth.

Look at your teeth. If dull, cloudy, or yellow, you need this. That's the cause of the trouble. You must remove it, and combat it.

Film is that vicious coat you feel. It clings to teeth, gets into crevices and stays. It hides the natural luster of your teeth.

It also holds food substance which ferments and causes acid. In contact with teeth, this acid invites decay. Millions of germs breed in it. And they, with their acids, are the chief cause of pyorrhea.

Ordinary tooth pastes were unable to cope adequately with this film. Yet one could effectively combat it. Harsh grit tended to injure the enamel. Soap and chalk were inadequate.

Now modern dental science has found two new combatants.

There action is to erode film at its base, thereby removing it. They are embodied in a new type of tooth paste called Pepsodent. This is a scientific method that is changing the way of thinking about cloudy teeth.

It will polish your teeth; give them a new beauty that will delight you.

Make the test today. Clip the coupon for a free 10-day tube. Whip follow old methods when world's dental authorities urge a better way!

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HOW PEOPLE GO MAD.

RISK OF DABBLING IN SPIRITUALISM.

An intensive investigation into the early symptoms of mental disorder has been carried out by more than twenty eminent specialists, with the object of providing doctors all over the country with knowledge which will enable them to diagnose approaching insanity in its earliest forms.

Their findings were published recently in the form of a special supplement to *The Lancet*.

Dabbling in mysticism and psychical research, spiritualism, telepathy, and Christian science are given by one doctor as a link in the chain of symptoms which lead to "dementia præcox." Another doctor says:—

"Forming the fringe of every new movement, however praiseworthy in itself, national revolutions, Communism, women's suffrage movements, psychical research, etc., is a group of such more or less insane people."

Backward Child.

The problem of the backward child is touched on by Dr. Charles Cameron, of Guy's Hospital. He writes:—

"At the end of the eighth week, if a child fails to follow with his eyes a bright light in a dark room, it may be presumed that he is either blind or mentally deficient."

"Repeated convulsions not only have of themselves a retarding effect on the development of the child's powers, but in the early months of life are perhaps the most common symptom which indicates to us that the brain is defective."

Tests for mental defectiveness are given by Dr. Henry Herd.

"An inability to remember two or three simple errands on the part of a child of seven years or over is one of the best single signs of deficiency known to the writer," he says, "although its absence is no proof that the child is normal, and no single sign such as this must ever be relied on."

Amorous Letters.

The writing of amorous letters to the Royal Family is one of the queer symptoms of mental disturbance dealt with in the essays.

"Politicians are liable to receive letters of abuse or containing hints how to rule the country," says Dr. A. A. W. Petrie. "It is difficult to differentiate these letters from those written by the apparently sane, but the morbid outlook of the writer is usually evident. Amorous letters may be addressed to imaginary loved ones who have come in little or no contact with the patient, and in some cases such letters are sent to members of the Royal Family."

Dr. G. W. E. James writes: "Delusions are not always evidences of insanity. Sane persons believe that it is unlucky to light three cigarettes with the same match, to walk beneath a ladder or to trim their nails on a Friday."

OPERATION BY ROADSIDE.

SURGEON'S FIGHT WITH A PATIENT.

A struggle between a French doctor and a patient whom he was conveying to hospital is reported from the Charente department.

The sick man was suffering from an affection of the throat, and Dr. Larrieu, finding an operation urgently necessary, put him in his car to take him to the nearest town.

On the way, the patient was taken worse, and appeared to be choking, and the medical man decided that the only means of saving his life was to operate at once.

He carried the patient to the roadside, laid him down on the turf, and, taking his instruments from their case, prepared to perform tracheotomy (incision in the wind-pipe, or trachea).

The patient, shaken by the spasms of asphyxia, clung to his arm and clothing, and a violent struggle ensued.

Finally, with his garments in tatters and covered in blood, Dr. Larrieu succeeded in introducing his knife into the patient's throat, and in passing the tube thus enabling him to breathe again.

He then placed him in the car, and took him to hospital. It is stated there are hopes of his recovery.

DUKE OF ORLEANS'S WILL.

£6,000 A YEAR LEFT TO MRS. CHARLES JARROTT.

London, Sept. 18.—The Duke of Orleans, the head of the former French Royal Family, who died on March 28, left a remarkable will.

He requests that he shall be buried at Dreux, and trust that the French Government will not make an objection to that wish in remembrance of what his family did for France.

A codicil is added expressing the wish that, if the French Government does not permit this, he shall be buried at sea in sight of the French coast.

The most surprising feature is that his wife, the Archduchess Marie Dorothee, is cut off without a penny. He says: "She shall get nothing from my estate whatsoever."

To King of Spain.

He left unsettled property in England to the value of £15,000. The Duke makes a number of bequests to museums in Paris, and also various bequests to Royalty, including the King of Spain.

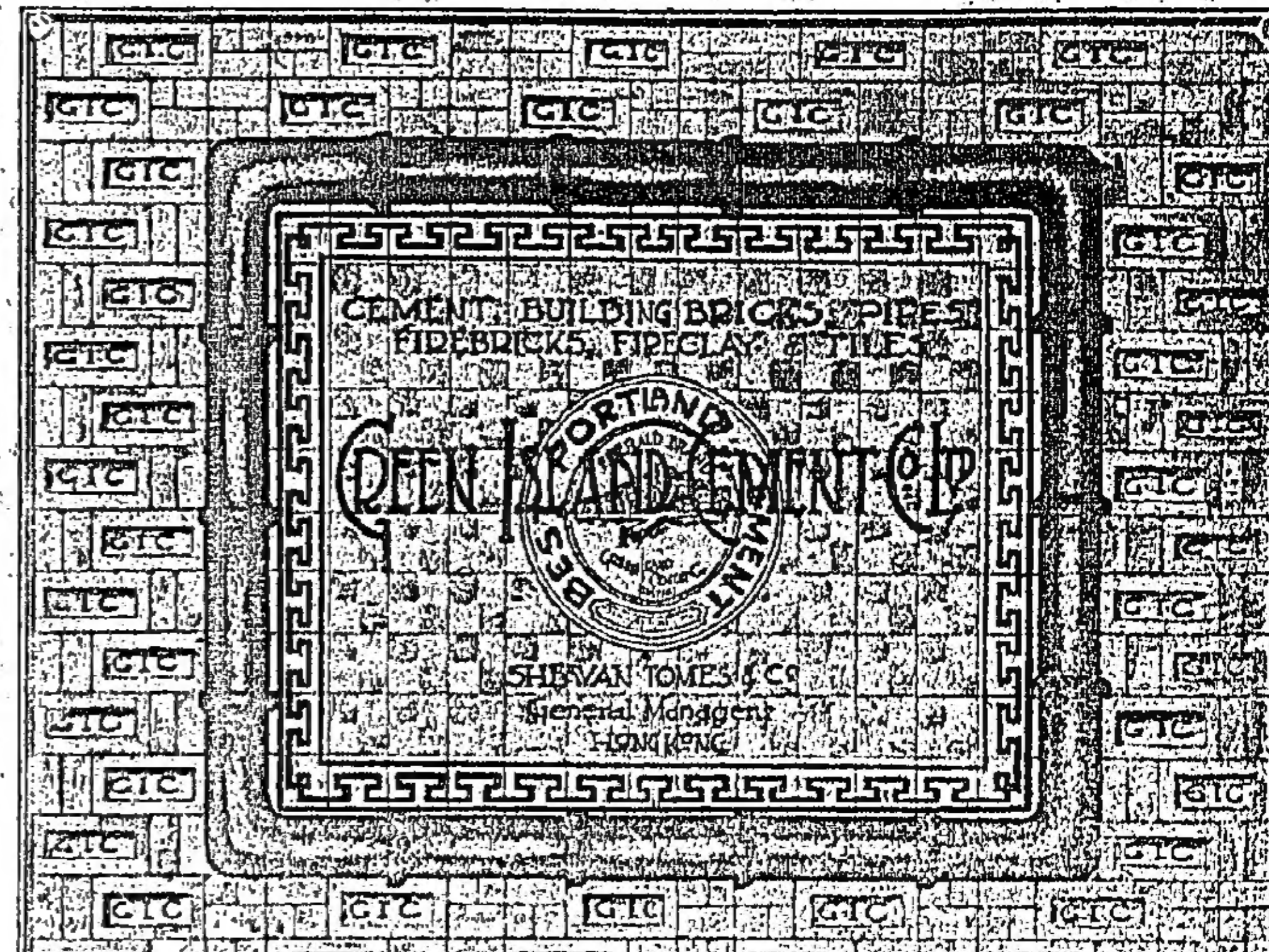
The will bequeaths to Mrs. Violette Jarrott, formerly the wife of the Earl of Rosslyn, and now the wife of Colonel Charles Jarrott, the well-known racing motorist, an annuity of £6,000, and all personal jewels and souvenirs given her by the Duke.



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SOLE AGENTS.

BIG-BRITISH COMBINE.

JOINT CAPITAL OF £38,000,000.

London, Oct. 22.

Brunner Mond and Company, Nobel's Industries and British Dyestuffs Corporation have united with the Alkali Company. The combined authorised capital amounts to £37,500,000. They are negotiating the formation of a new Company which will co-operate and develop their businesses on broad Imperial lines.—*Reuter*.

Rugby, Oct. 22.

One of the largest amalgamations that has taken place in British industry is announced by the directors of Brunner Mond & Co., the Nobel Industries, the British Dyestuffs Corporation, and the United Alkali Co.

They state that negotiations are in progress for the formation of a new company, for the purpose of acquiring by exchange the shares of these four companies and co-ordinating and developing their business and resources on broad Imperial lines.

The boards of the respective companies have passed resolutions agreeing in principle to the scheme, details of which will shortly be settled.

The issued capital of these companies aggregates about £38,000,000.—*British Wireless*.

COAL DISPUTE.

ANOTHER SETTLEMENT
APPEAL.

Rugby, Oct. 22.

Mr. Arthur Pugh, who is presiding over the General Council of the Trades Union Congress to-day, at a meeting with the Executive Committee of the Miners Federation to consider the position in the coal dispute, has sent a long letter to the *Times* on that subject, containing an urgent plea for a settlement in a spirit of conciliation and mutual agreement.

Mr. Pugh expresses the conviction that the only solution lies in the application of the Coal Commission's recommendations, and urges a temporary arrangement enabling the miners to resume work pending the achievement of a national agreement.

The *Times* points out that such a temporary arrangement would have to visualise facts as they are, and take account of the areas where work is resumed. It adds that if Mr. Pugh and the General Council of Trades Unions can persuade the miners to accept such a plan, they will open up a possible avenue to a settlement worthy of careful examination by the Government and by Parliament.—*British Wireless*.

HAVANA BLOW.

VERY SERIOUS EFFECTS.

Havana, Oct. 22.

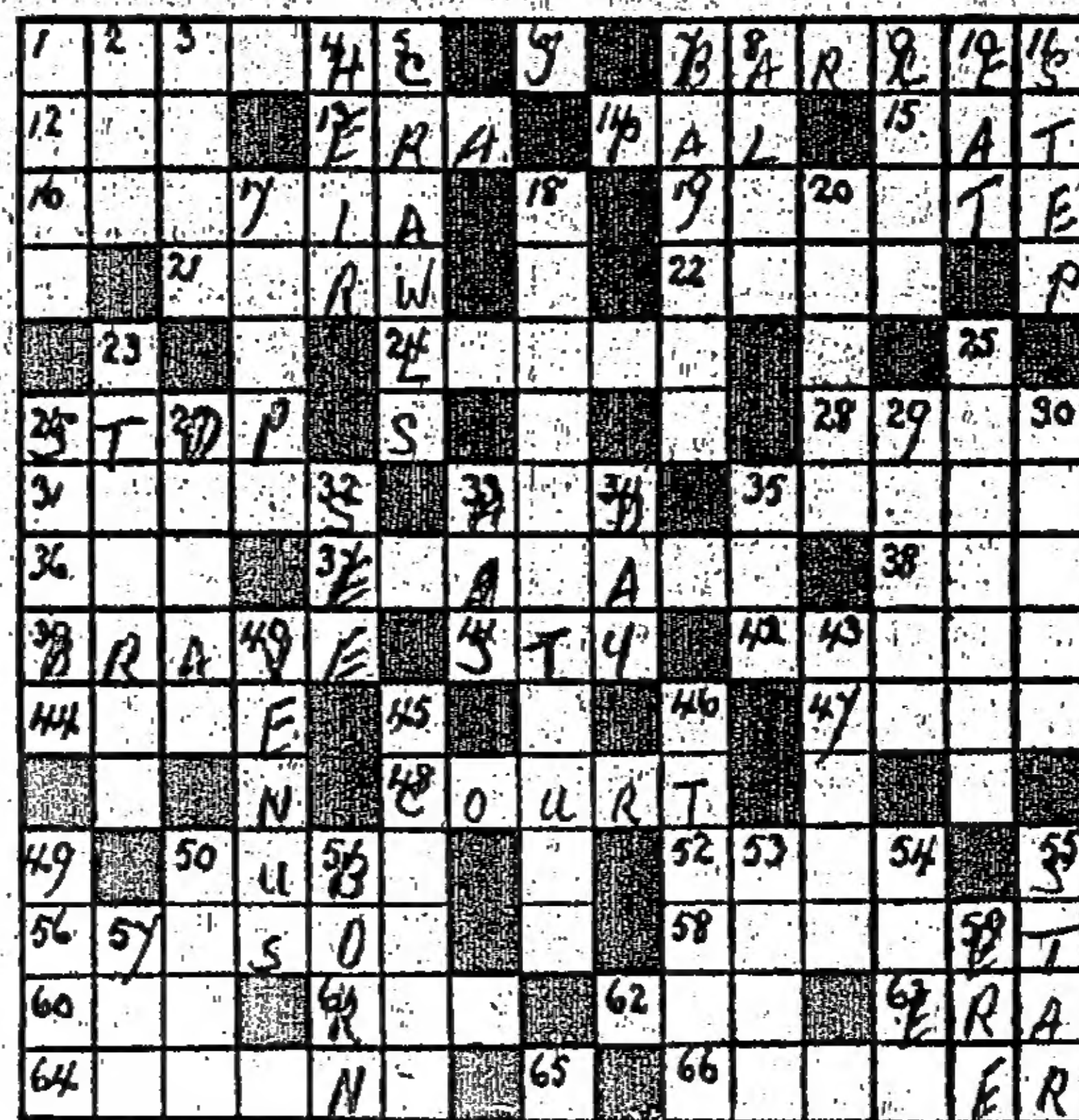
Reports available put a more serious complexion on yesterday's hurricane than was originally feared.

It is believed 650 persons were killed and innumerable people injured. Over 6,000 are rendered homeless.

Three hundred are stated to have been killed at Batabando, and 200 at Havana. Ten towns and villages were completely destroyed.

The damage is estimated at \$100,000,000.—*Reuter's American Service*.

OUR CROSSWORD PUZZLE.



Across.

- 1 Slender.
- 6 Myself.
- 7 Flat-bottomed boats.
- 12 Pale.
- 13 Period of time.
- 14 Frieze.
- 15 Grain.
- 16 A flower.
- 19 Discount.
- 21 To string together.
- 24 Fine thread.
- 26 Pause.
- 28 Medicinal plant.
- 31 Continued pains.
- 33 Indicate presence of iodine.
- 35 Chewing nut.
- 36 Sound of contempt.
- 37 Platform.
- 38 A gardening tool.
- 39 Bold.
- 41 Inclosure for pigs.
- 42 Scottish Celts.
- 44 Lazy.
- 47 Worry.
- 48 Place of trial.
- 50 Hollow cylinder.
- 52 Gang.
- 53 Denote's life.
- 55 Harvest ring.
- 60 Exist.
- 61 Regret.
- 62 By way of.
- 63 Space of time.
- 64 Undisturbed.
- 65 Indefinite article.
- 66 A jibber in hunting.

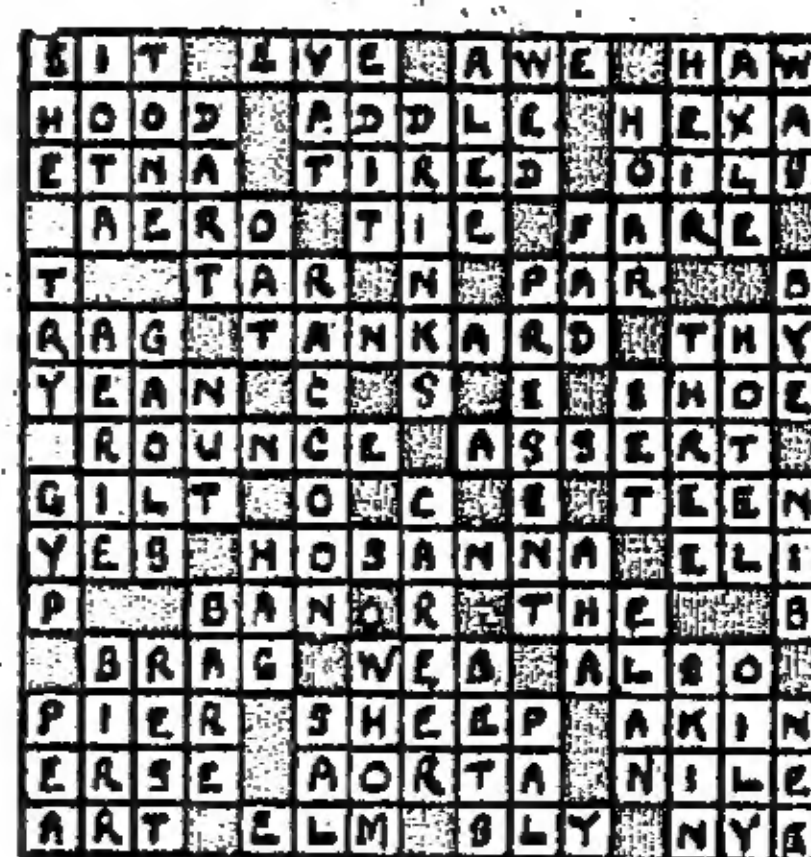
Down.

- 1 To study hard.
- 2 Ancient Roman deity.
- 3 A measure of length.
- 4 An inheritor.
- 5 To walk as a child.
- 7 Hairdresser.
- 8 The sheltered side of a ship.
- 9 Drive by annoyance.

10 Masticate and swallow.

- 11 A pace.
- 17 Hurry.
- 18 Mishaps.
- 20 To immerse in water.
- 23 Registers.
- 25 Half-castes.
- 26 A Jewish teacher.
- 27 Multitude.
- 29 Refined air.
- 30 Consecrated.
- 32 Perceive.
- 33 Possessive pronoun.
- 34 Follows night.
- 35 Ask earnestly.
- 40 One of the planets.
- 43 Following.
- 45 Way of approach.
- 46 Consumptive.
- 49 Poisonous tree.
- 50 A row.
- 51 To come into the world.
- 53 The hind part.
- 54 A bird.
- 56 A celestial body.
- 57 Mineral.
- 59 Before.

Yesterday's Puzzle.



SAI KUNG MURDER.

FURTHER EVIDENCE TAKEN
YESTERDAY.

The evidence of the coxswain of the steam launch Sai Kung was taken at the resumed trial of five men who are being charged before Mr. J. H. B. Nihill at the Kowloon Magistracy with murder and piracy on board the Sai Kung Ferry.

On leaving Sai Kung, the launch had 17 passengers on board, all of whom were en route to Hongkong. The coxswain would make no admission of being responsible for the locking of the grills, the keys of which were in the possession of the Indian guards.

One of the Indians was in the wheel house with witness while the other two were also on the bridge but outside the house. While proceeding to Shewan, three men, whom witness identified as the first, third and fifth defendants went on to the bridge and producing revolvers ordered everybody to keep still.

Using the butts of their revolvers they struck the two guards

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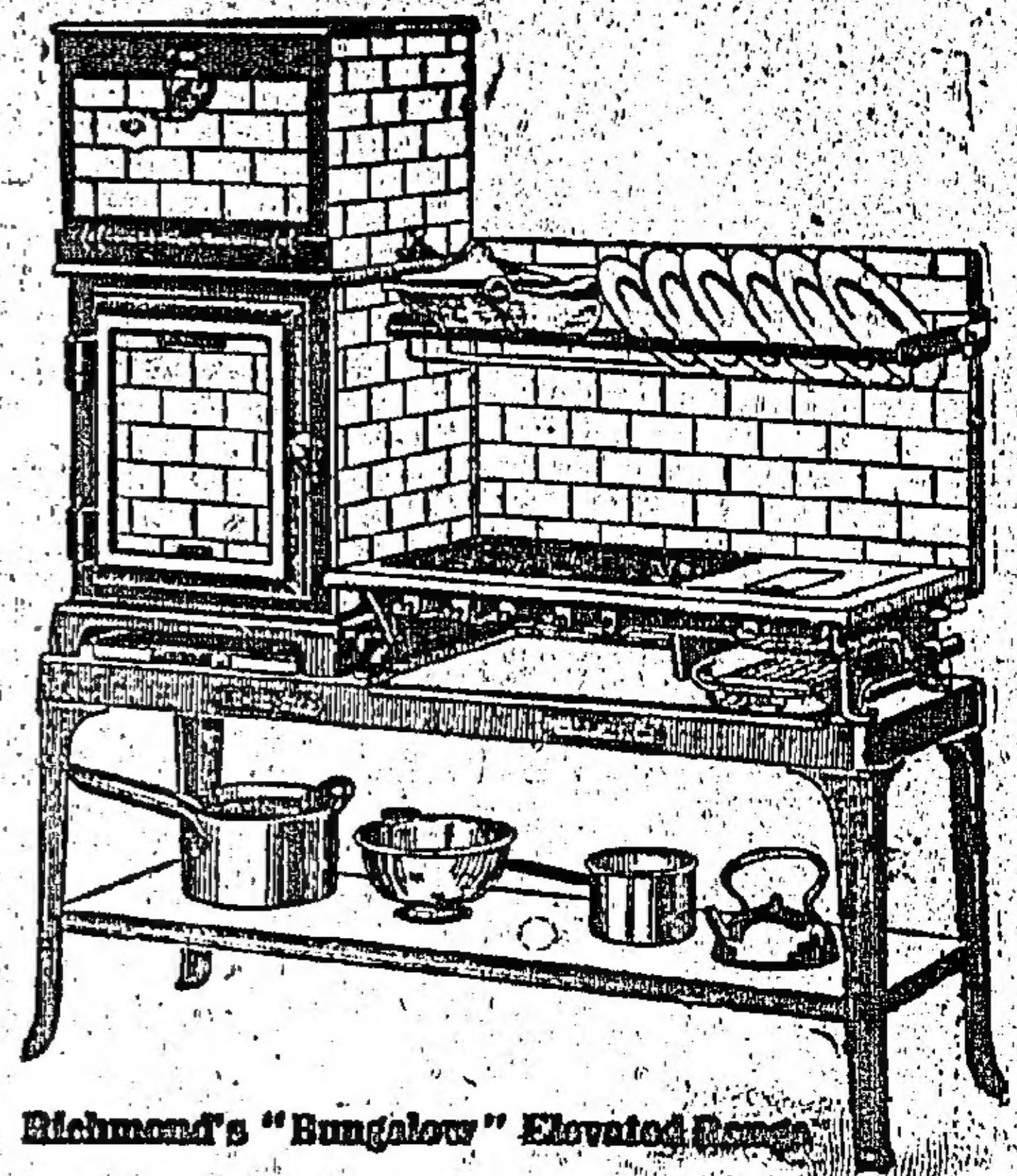
ensuring freedom from constipation, liver attacks, biliousness, sick headache, purifying the breath and aiding digestion. Of chemists, or postfree, 60 cents the vial, from Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

PINKETTES KEEP YOU WELL.

who were outside the wheel house, while the third Indian (the deceased) rushed out. Shortly afterwards witness heard three shots and saw the deceased collapse on the deck.

The third defendant then ordered the launch to be steered through So She Mun. Witness then went on to describe the timely arrival of the Police launch.

The case was again adjourned.



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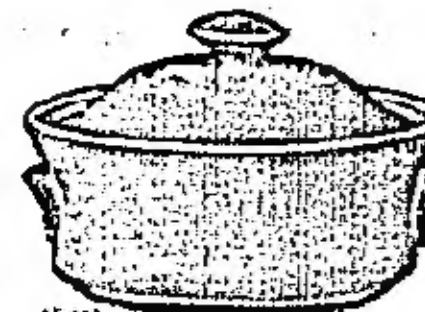
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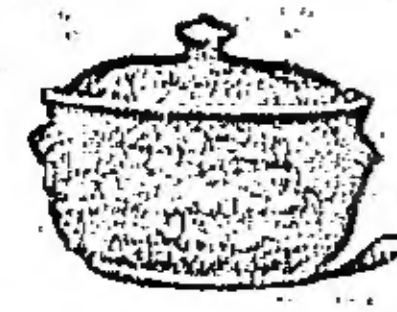


1 qt.3.50 ea
3 pint.....4.50 ea
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2 qts.4.00 ea



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1 pt.1.50 ea
2 pts.2.50 ea



Hot Water Jugs

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The Telegraph

SATURDAY, OCTOBER 23, 1926.

HEALTHY SIGNS.

Now that the world is emerging from the maze of entanglements which resulted from the 1914-1918 war it is but natural that the leading economists should seek the removal of trade and intercourse barriers which for so long have hindered the industrial and commercial recovery of Europe. The Manifesto which has just been issued by an international group of bankers and business men is one of the most striking moves that have been made for more than a decade to free the natural flow from all the restrictions and tariffs that hinder it. Of course, the state of affairs immediately after the war made restriction inevitable. There had to be a retention of the elaborate passport system and also of high tariffs, the latter to avoid the evils arising from the inflated currencies of neighbouring countries. Germany was still outside the comity of nations, great countries of Central Europe were almost hopelessly impoverished, and Russia was the home of a political belief which, in its application, had brought the country and the condition of its people down to a level never before known. The world was all disorganised and at sixes and sevens, and all manner of restrictions had to be imposed at national boundaries. But we have slowly emerged into a better state of things, thanks very largely to the faith engendered by the existence of the League of Nations. Central Europe is back on a sound financial basis even if it is still impoverished, Germany is a member of the League and back on her feet industrially, whilst Russia, if still the home of Bolshevism, is less of a menace than formerly. Europe has shaken down after its violent upheaval and there should be an era of stability and prosperity ahead.

But Europe is still clogged with prohibitions and restrictions—and so is, largely, the rest of the world. The persistent survival of the passport nuisance has been a feature of post-war history, and the time has long since come when the people of the earth should be free to travel without the irksome and costly system of passports and visas. Men and women should be taken more on trust, and there is no valid defence (in these days of peace) for the assumption that all travellers are undesirable and must therefore produce credentials. And there are lots

of annoying tariff barriers against the free flow of commerce that could, without the loss of much revenue or the risk of "dumping," be removed. The arguments in favour of free trade all round are unanswerable, but it is to be doubted if that can be hoped for in our time, so widely differing are the viewpoints of the world's nations. America, for example, will continue to cling to her high tariffs as a protection for her workmen against the competition of lower-paid labour which lives on a lower social plane, and it is difficult to argue against that attitude. But trade as between European countries would, undoubtedly be stimulated to the benefit of all if there were whole-sale fiscal reforms aiming at freeing the flow of commerce. The freer flow of money and credit is also desirable, and the formation of banking syndicates prepared to finance commercial enterprises is a proposal in the right direction. At the basis of this new move is the fact that confidence has largely been restored—confidence that the world is in for a period of freedom from war. That is the most hopeful sign Europe and the world has seen for years, and it is sincerely to be hoped that that confidence will not be found to have been misplaced.

The New Battalion.

The Colony in general, and the Scottish community in particular, will, we are sure, heartily welcome the arrival of the 2nd Battalion of the King's Own Scottish Borderers, who come here with a fine military and sporting record. They succeed the East Surreys as the garrison battalion and thus have high traditions to maintain, for the departing troops can certainly be described as one of the most sporty and popular battalions we have ever had in the Colony. For most of the residents of Hongkong it will be something of a novelty to see a Scottish unit here, for it is very many years since such was the case. We have, of course, a big Scottish community here, and, very naturally, the advent of a battalion whose men wear the tartan and which has its own Pipe Band arouses a degree of interest which amounts to enthusiasm. It is a happy circumstance, also, that the Borderers have reached Hongkong well in time for the St. Andrew's Day celebrations, and we may expect to see the annual ball made all the more attractive as a result of the presence of the K. O. S. B.'s here. It was a graceful and most appropriate little tribute which the Scottish Company of the Volunteers paid the newcomers by providing one of the Guards of Honour on the Battalion's arrival yesterday, and we may expect to see the contact thus effected maintained in various ways during the stay of the Borderers in our midst. The new Battalion comes from a regiment with a wonderful record to its credit, and we are sure that in every respect it will live up to its name. Hongkong bids the Borderers a warm and sincere welcome.

CORRESPONDENCE.

SOLICITOR EXPLAINS.

[To the Editor of the Hongkong Telegraph.]

Sir,—In your report of an assault case heard at the Central Magistracy and headed in your issue of yesterday "Chinese Stabbed," you state that I had been engaged to defend two of the defendants but that I was not present in Court.

Your report omits to mention that a letter had been received by the Magistrate from me intimating that I would be unable to attend owing to business in the Supreme Court. This fact was mentioned in Court by the Magistrate.

—Yours, etc.,
A. J. O'DONOGHUE.

Hongkong, Oct. 23rd, 1926.

The P. & O. liner Devanah left Singapore at 10 a.m. yesterday and is due here at 6 a.m. on the 27th instant.

DAY BY DAY.

OF ALL THIEVES, FOOLS ARE THE WORST; THEY ROB YOU OF TIME AND TEMPER.—Goethe.

The E. and A. Company's s.s. Arafura left Molt yesterday and is due here on the 27th instant.

According to the old Chinese calendar to-morrow is the festival of the Frost's Descent (Shuang-shiang).

There has been added to the register of chemists and druggists the name of Mr. Wan Lu-shing, of 12, D'Aguilar Street.

We are asked to state that the "Fint" car (model 509) advertised in to-day's Motor Supplement is priced at \$2,050, and that the fuel consumption is 35 m.p.g.

It is hereby notified that the names of the Kung Lee Steamship Company, Limited, and the Tang Lee Steamship Company, Limited, have been struck off the Register.

His Majesty the King has approved the appointment of the Hon. Mr. A. O. Lang to be an Unofficial Member of the Executive Council for a period of five years, with effect from 7th April, 1926.

With regard to the Hongkong local storm signal code, it is notified that after December 31st a red "W" will be used as the No. 1 signal instead of the red cone at present in use.

There has been added to the list of medical practitioners the name of Dr. Bau Tzu Zung, Government Civil Hospital, Bachelor of Medicine and Bachelor of Surgery of the University of Hongkong.

The result of the Open Air Concert held in Quarry Bay in aid of the M. C. L. was \$124.97. The winning numbers of the Raffle held in Quarry Bay were—22: 23: 79: 24.

During the twenty-four hours up to 9 o'clock this morning, one British vessel arrived and four departed. In all, four vessels arrived and twelve departed. The total number of vessels in harbour was 46.

Dr. Rufus Jones, professor of Philosophy at Haverford College, Pennsylvania, will lecture at the St. John's Cathedral Hall on Monday at 8.45 p.m. on "Building the New Civilization." Sir Henry Pollock will be in the chair, the lecture is under the auspices of the C. E. M. S.

Nos. 1, 2 and 3 Canton Villas, on Kowloon Inland Lot No. 610, were sold by public auction by Mr. E. V. M. R. de Sousa at the China Auction Rooms yesterday afternoon for \$70,000, the upset price being \$60,000. The purchaser was Mr. Lam Heung-lung.

The Captain Superintendent of Police notifies that the round the island road will be opened for traffic from to-day, but that drivers must proceed with caution at places where breaches in the road were made by the recent storm, as only half the roadway is available for traffic at those points.

On Thursday afternoon, at about 1.45 p.m., a boy named Au Young-fai, aged 14, fell on the ground while playing football outside the St. Paul's Hostel, with the result that the radius of his right arm was broken. First-aid was applied by a member of the St. John Ambulance Brigade, and after being bandaged up properly, he was taken home in a motor car.

The Health Bulletin of Eastern Ports published by the League of Nations for the week ended the 16th inst., shows the following cases of infectious disease: Pleague, at Mauritius two cases, Rangoon one, Cholera: at Calcutta eight cases, Bombay one, Bangkok one, Shanghai three and Amoy thirteen. Small-pox: at Durban ten cases, Calcutta three, Bombay four, Madras five, Colombo one, Balawan-dell one and Bangkok two.

Dr. Dharendra Nath Roy, M.A., Ph.D. (U.S.A.) is to give an informal talk Sunday morning at 11 o'clock in the morning to the local Theosophical Society on "Fellowship of Faiths." Dr. Roy has been in the U.S.A. for about four years and has specialised in education and philosophy. He studied in the University of Iowa and also in teaching Philosophy as a Fellow of the University. He is staying with Mr. Lachmandas, 38, Wyndham Street, and will shortly leave for India.

CANTONESE WOMEN.

A Walk through the Streets of the City.

Almost the first luxury which a Northern Chinese allows himself is a Cantonese wife. I use the word "luxury" with deliberate intent, for she cannot fill a very useful position in his household on account of the complete difference in the spoken language and the habits of the two peoples. Whether justifiably or not, Cantonese women have a wide reputation, far exceeding that of their sisters in colder climates, for beauty, for good cooking, for gaiety, and for their soft voices.

Perhaps it is mainly a matter of climate. The women of southern countries of Europe are famed for much the same attributes. Unfortunately, it had—until recent years—been almost impossible to meet, or to see, a young Cantonese lady before she was married. Usually she was kept in great seclusion, with many household duties to perform, and arts to study. Once having attained the age of fourteen and having become affianced or married, she passes on in a crowded street, discreetly peeping through the curtains of her chair, carried swiftly by four coolies. She is clothed in figured silk of some pale shade, a tunic, and a skirt to her knees. Pearls or jade studs fasten the coat at the side and throat. In her black hair, polished and brushed into its modest flat roll at the back of her head, she wears a round Victorian posy of patchouli buds or temple flowers; its perfect symmetry and creamy tones seem a reflection of that calm sweet face. She is gone! A black-coated guardian maid follows in a second chair with only two coolies and no curtains.

In a shop a group of young women are giggling over some silks. They whisper and flirt with each other. Even near at hand the hair appears to be painted on their skulls, and only a fringe, cut at the nape of the neck, so that it sticks out straight for two inches below the coil, shows the hair in separate strands. Fluttering but terfies they seem, ceaselessly moving with quick short step to get nearer some special roll of silk, held by her of the centre position.

Their pale silken skirts are gathered up on their slim hips, and billow out and down to their ankles, and small, but unbound, feet, Coming down the social scale—on a fine morning you will meet groups of "Sing-song girls" taking a forenoon stroll. Arm through arm, three or four abreast where space permits in these very narrow streets. They are not like other women. The brightest colours and most startling patterns of silk are chosen. A mauve coat will top rather tight trousers of sky blue, socks in another shade of that colour, and the heel-less slippers made of soft brocade in rainbow hues. To complete the scheme, her face is painted pink and white and her eyebrows plucked and prolonged. In these modern days her hair will be neatly bobbed, or coiled over each ear in the shape of a shell, or smoothly plaited.

Most of these girls are daughters of some poor sampan or good class coolie woman. At four years of age they have been sold for something like two hundred dollars, and the purchaser regards them as an investment. They become maids in the house, and having learnt the charming arts and the art of charm, they attend feasts in public restaurants, by arrangement with the proprietors. The lucky ones are selected by rich patrons, and during the long meal stand behind their chairs, lighting their cigarettes, or singing songs of birds, flowers, brigands, and love, in a high artificial falsetto voice. Speaking

generally, their object in appearing at the dinners, is to earn a few dollars by their songs. Besides, there is the ever-present hope, that they will be purchased from their owners by a rich man and be added to his establishment. The sum paid would possibly amount to two thousand dollars. With the sing-song girl, we say good-bye to coloured feminine clothes in the streets.

Working women of every type wear full, straight hanging shiny black trousers of a thin non-transparent material—mostly made in Manchester. The trousers are as neatly creased as those of any Bond Street beau. The tunic coat, double-breasted, is cut generally to the lines of the figure, and stops about four inches above the knee. It is open at each side for a space as high as the waist, and you often catch a glimpse of a peacock blue silk lining, while every movement discloses the neatly fitting under-tunic of white calico. Her hair will be glossy, and coiled, or plaited, against her head. Her daughter swings by, making music with her wooden clogs against the cobblestones—her long plait swinging as she strides. A fine healthy girl. Her good fortune in having been born free from bound feet has possibly added six inches to her height, and she makes a striking picture beside the frail-looking little mother whose whole development has been stunted by her inability to take exercise.

The lower middle-class daughter of Southern China is the most actively and consistently revolutionary member of society today. Her mentality has grown from thousands of years of industrial activity, and, with her physical growth to help her, she is quietly usurping the place of her brother in many branches of industry. As in every other country, her competition and her independence are meeting with bitter opposition, but, the employers say, that the girls work more consistently than their brothers, and are easier to control.

A tea-house became involved in a strike, and several dozens of slack, insolent, clumsy men downed tools. The proprietor engaged a similar number of young women, placed them under an overseer, "just to stop them flitting with the customers," and to his great delight he found his list of breakages on the first month reduced by seventy-five per cent. These young women of South China are splitting up into various groups, but they are bound together by one common ideal—efficiency. They work as nurses, doctors' and dentists' assistants, waitresses, shopkeepers, etc. In the universities and schools they eagerly study science, chemistry, history, economics. They are always cheerful, clean, and possess a sense of speed and of the value of time. This last is quite alien to a young labourer who always gives one the impression of being too weary to lift his feet from the ground and of longing to return to sleep—anywhere and in any position.

It is easy to smile at the suggestion of women becoming eventually the dominating sex in labour and public affairs, but I venture to suggest, that, this nucleus of young women succeed in rearing daughters, free from the vices of so many of their brothers, gambling all night, yawning all day, and the insouciance bred of childhood's indulgences (never permitted to the girl-baby),—the laws of economy will tell, and that the tale told will be that of the gradual subsidence of the male into a position of inferiority and dependence.

TISTHENES.

CANADA'S PROGRESS.

AN OPTIMISTIC BANKER.

The following is a summary of a special interview with Sir Frederick Williams-Taylor, general manager of the Bank of Montreal, on his return from a tour of inspection of Western Canada.

Vancouver is expanding at a remarkable rate, due in part to the agricultural and industrial programme in the interior, and in part of its growing importance as a seaport. Vancouver is, of course, the gateway to the Orient, and, in view of the developing trade with Japan and China, as well as with Australasia, it would be difficult to exaggerate its importance in this respect.

As for the Prairie Provinces, they might well, and without exaggeration be described as the richest of all gold mines, and the comparison is appropriate when one stops to consider that these provinces produce wheat and other crops, a total exceeding in value the world's total annual output of gold by 270 millions of dollars. The estimated value of the field crops of the Prairie Provinces for the year 1925 was 600,000,000 dol., as against the world's output of gold last year of 890,000,000 dol. Gold mines become exhausted, but farm lands can produce for ever.

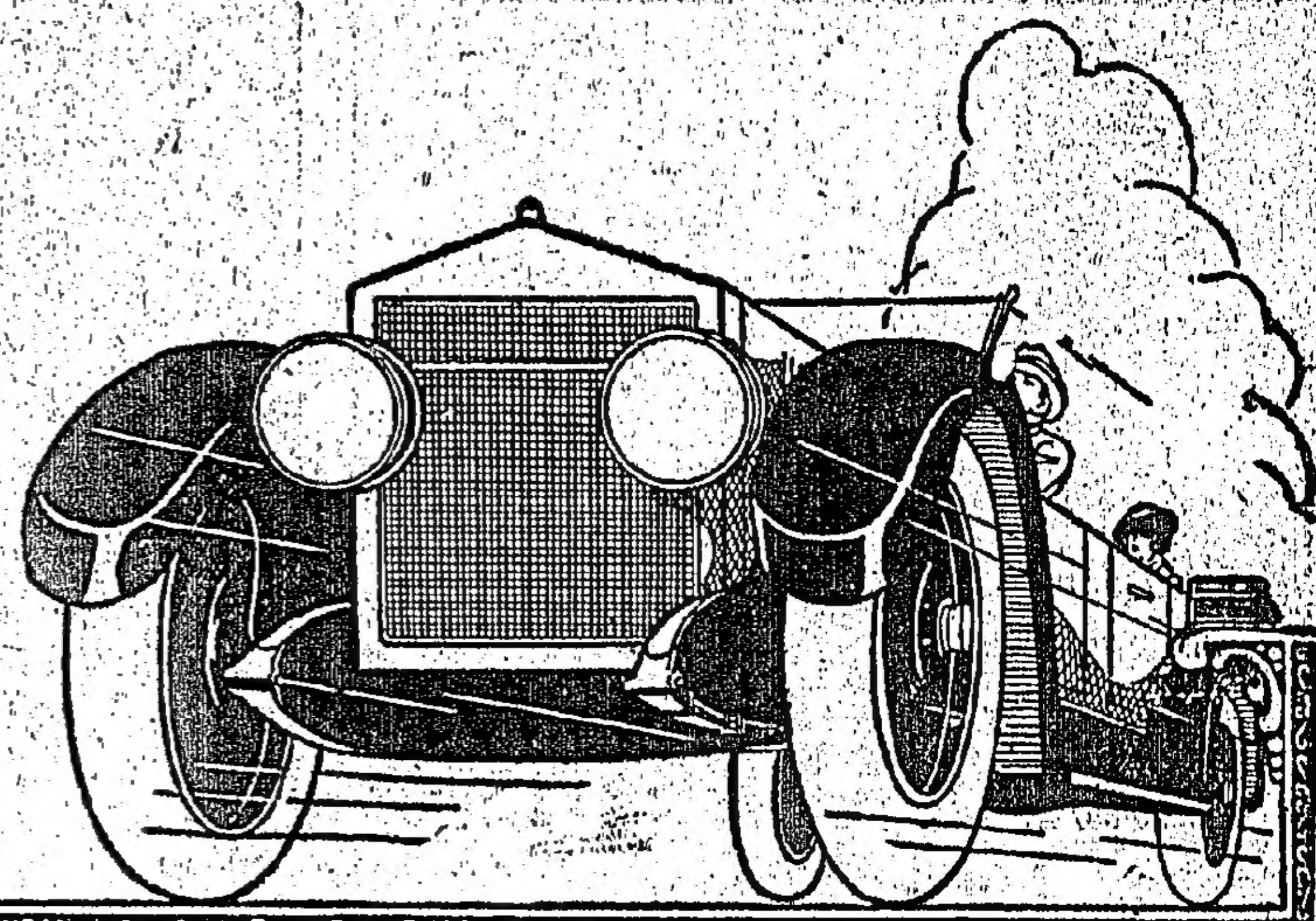
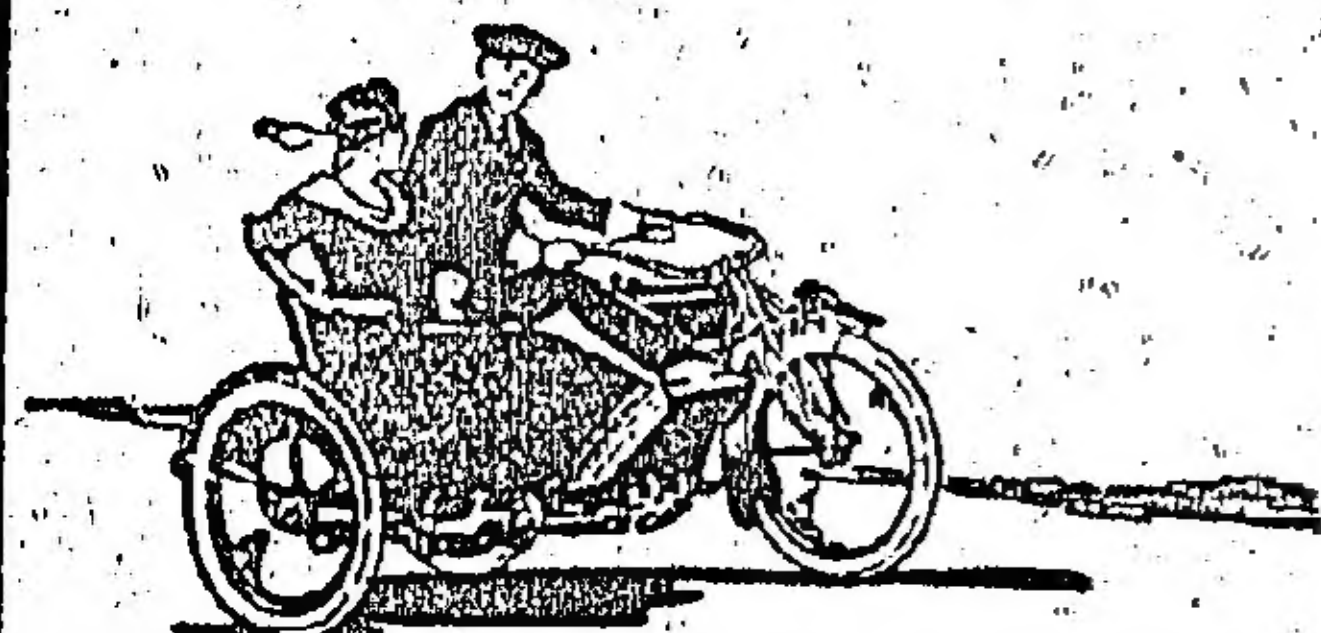
Winnipeg and the large cities and towns are all growing, business is active, manufacturing is increasing, and, though all may not be equally prosperous, there is little poverty and no unemployment to speak of.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 23rd. OCTOBER, 1926.

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT

Motor Buses.

Speaking to a local motorist who has just returned from England, we were interested to learn that the smaller type of passenger bus is becoming more popular than the heavy vehicles, especially on the majority of "town-to-town" services. The reason given is that the 40-50 passenger type is more expensive to run, both from the fuel consumption point of view, and from the fact that a full complement of passengers is not always available. Smaller vehicles, carrying about 24 persons, show a higher percentage of full loads over any given period, and running costs are, of course, lower. Taking into account the original outlay, the smaller vehicle was proved a better investment, and many Companies are replacing the old type of large bus with two, or even three, smaller vehicles.

In Kowloon.

This bus question is of especial interest to Kowloon, when it is remembered that several of the heavier type of vehicles are already on the way. If the traffic is sufficient to ensure that a full load is carried on every trip, they will undoubtedly prove financially satisfactory, but, even so, two smaller types for every large bus would appear to be the soundest business proposition. It will be interesting to observe whether the present tendency at Home is ultimately followed here.

Much Safer.

A white line has been painted across the roadway about 30 yards west of Stubbs Road on the Morrison Gap Road, and an arrow with the word "Stop." This has been done to encourage drivers travelling in an easterly direction to stop before reaching the junction of Stubbs Road when the red light is against them, in order that cars travelling down be given ample room when negotiating the corner into Morrison Gap Road. This particular bend has always been dangerous, and this improvement should be much appreciated. Additional lighting has also been provided on the same road in the vicinity of the Naval Hospital, where, owing to the absence of footpaths, pedestrians were subjected to a certain amount of danger on dark nights.

A Dangerous Practice.

Quite a number of cases have been heard at the Magistracy in relation to the dangerous practice of loading motor lorries with loads which project beyond the rear of the vehicle. In some cases this projection has been as much as 16 feet, and while we do not wish to discourage the use of motor transport in preference to the obsolete hand truck, the utmost care should be exercised by those who load the vehicles. The danger occurs when turning, and unless the driver exercises the greatest care, a serious accident is not unlikely.

The Regulations.

Section 56 of the traffic regulations states:—The driver of a motor vehicle shall not, except with the permission in writing of the Captain Superintendent of Police, allow any part of the load carried to project beyond any part of the vehicle. Permission for such loads to be carried can be obtained, and when such permission is given the journey is usually made in the early morning, or at such time as there is likely to be the least traffic.

Parking.

Pedder Street stand is now reserved for private motor cars, but motorists who desire to leave their car for any considerable time, are asked to park either in Statue Square or City Hall Square. Pedder Street is obviously the most convenient stand, but it is quite unfair for car owners to leave a vehicle there for many hours at a time. Some motorists are in the habit of driving into the City in the morning and not using their cars again until leaving for home at the end of the day, and it is because of the unfairness of the practice that attention is drawn to more suitable stands. It is expected that motorists will fall in with the suggestion, which, while being fair in every way, is the usual rule enforced under similar circumstances in other parts of the world. The stand in Chater Road between Ice House Street and Statue Square, will also be reserved, as far as possible, for private cars.

H. K. A. A. Patrols.

The provision of uniformed patrols at Kowloon and Hongkong has been favourably commented on by many motorists who are in the habit of leaving a car unattended for a few hours. One patrol is on duty at the City Hall Park from 8.30 a.m. to 1 p.m. and from 2 p.m. to 5.30, and the other during the same hours at Kowloon. It is not felt necessary to provide patrols on Sundays, but should circumstances warrant it, the hours of duty on week days may be varied. It must be remembered, however, that the patrols are instructed to keep an eye on every car and cycle which displays the Association's official badge.

Local Buses.

The Hongkong and Shanghai Hotels, Ltd., have acquired two new buses for the Hongkong Hotel Repulse Bay service. The make is the Studebaker big six short wheel base bus chassis, with Miller body. The bus will seat 14-15 comfortably, bucket seats being provided. Four wheel hydraulic brakes, balloon tyres, and the engine is 36 H.P. The bus would be an ideal conveyance for any party to hire for the purpose of visiting Repulse Bay or Shek O. Residents of both hotels will appreciate the introduction of these vehicles and no doubt, further additions will be ordered as time goes on.

Rails and Lighting.

It is a distinct relief to Kowloon motor cyclists to see that some of the rail tracks running across the road in certain districts are now being removed, and we may now hope that in the near future riding will be made more pleasant. Rails are being removed from the road by the Brickett Company, and we are glad to see that a real effort is being made to repair the surface at this spot. However, with regard to this we feel it our duty to point out a danger that existed there recently. Half of the road only, in one section, is open to traffic while, the other half is being repaired and at each end of this section boards indicating that the road is being repaired have been placed in the middle of the road. On Wednesday, just before seven p.m. when it was quite dark, no lights were exhibited on these boards, and a cycle with a small lamp might easily have collided

MOTOR COACHES.

GIVE SPEEDIER SERVICE.

The Municipal Tramways Department of Detroit, Michigan, U.S.A. has ordered 50 additional Graham Brothers 21-Passenger motor coaches, bringing the total number in use by the tramway system up to 193.

Eighteen coaches, according to the contract, are to be delivered within twelve days of receipt of order and the remainder at the rate of fifteen per week. Only as a result of Graham Brothers extensive manufacturing facilities, wide experience and advanced production methods was it possible to meet the urgent need for quick delivery.

The first 80 Graham Brothers Motor Coaches were placed in service early in 1925. In September 64 more were added. Many of the individual units have travelled more than 60,000 miles. The total mileage of the first 148 coaches recorded on June 30 was 6,249,326 with over 21,500,000 passengers carried.

The new units are to be operated on Woodward and East Jefferson Avenues, Detroit's two busiest streets, to supplement with high speed express service the transportation furnished by the electric lines. In this field of supplying more rapid service the competition in Detroit is not to such an extent with the electric lines as with privately owned seven-passenger touring cars operated as "jitneys."

In the interest of supplying the best possible high speed service parallel to the existing tram lines, 21-passenger coaches were selected in preference to larger units because the lower investment per unit and lower cost of operation permit more frequent service and the superior ease of handling and more rapid acceleration make faster schedules possible.

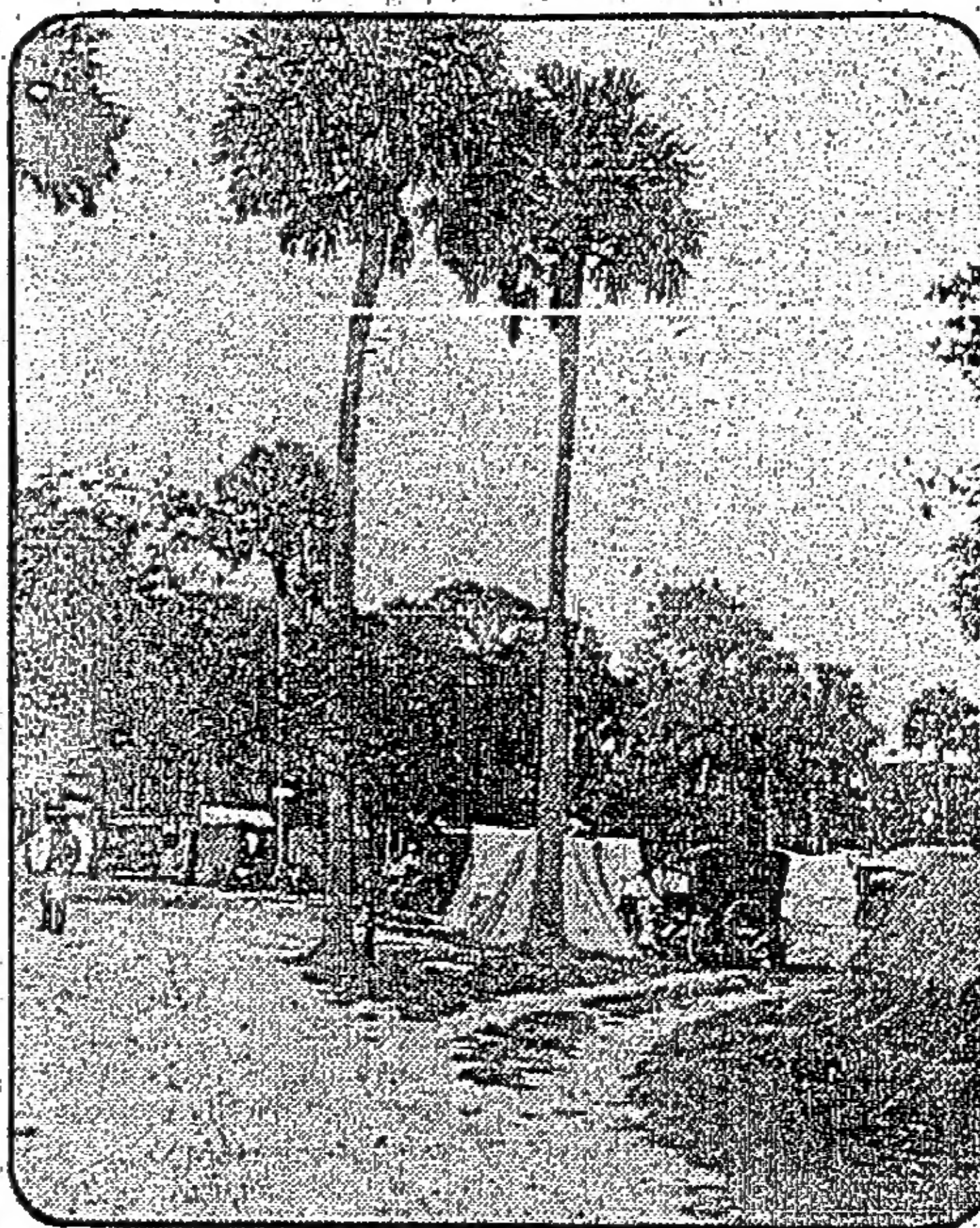
This high speed express service on the same streets with existing tram lines which has been inaugurated in Detroit, opens a new and wide field of service in which motor buses will soon be found in operation in cities both large and small throughout the country. In Detroit these buses are regarded with favour because of the safe, frequent, rapid economical service they are rendering the public. The opinion of the tramway officials is clearly reflected in the fact that this is their sixth order and that during the last year all orders placed for motor coaches of this capacity have been with Graham Brothers. The ability of these Graham Brothers buses to run on schedule with heavy loads through congested traffic, snow and other unfavourable operating conditions is convincing evidence that embodied in Graham Brothers buses are the endurance and stamina long recognized in all Dodge Brothers products.

SALUTE IS SIGNAL.

The Automobile Association of Great Britain makes use of an unusual stunt to warn members of "speed traps." The association has hundreds of scouts on bicycles and in automobiles. If a member of the association with the "A.A." on his car radiator passes one of the scouts and the scout does not salute, it means danger of a "speed trap" nearby.

with one. We have previously pointed out similar happenings, and the danger is obvious. If people will not exhibit danger lights in such places, then it is up to the police to see that they do.

MOTOR CAR CAMPING FACILITIES.



Camping facilities are many throughout Florida, U.S.A. This camp is at Daytona Beach.

SPRING DEFICIENCIES.

A CAMPAIGN FOR IMPROVED RIDING COMFORT.

General performance improves with every new model brought out, speeds are on the increase, road surfaces still leave much to be desired; is it to be wondered at, asks The Motor, that the suspension system is becoming the least satisfactory part of the modern car? Leaf springs have remained in practically an unchanged form for many years, and the only widespread developments of note which have occurred to improve riding comfort in recent times are the balloon tyre, the shock absorber and the self-controlled type of pneumatic upholstery.

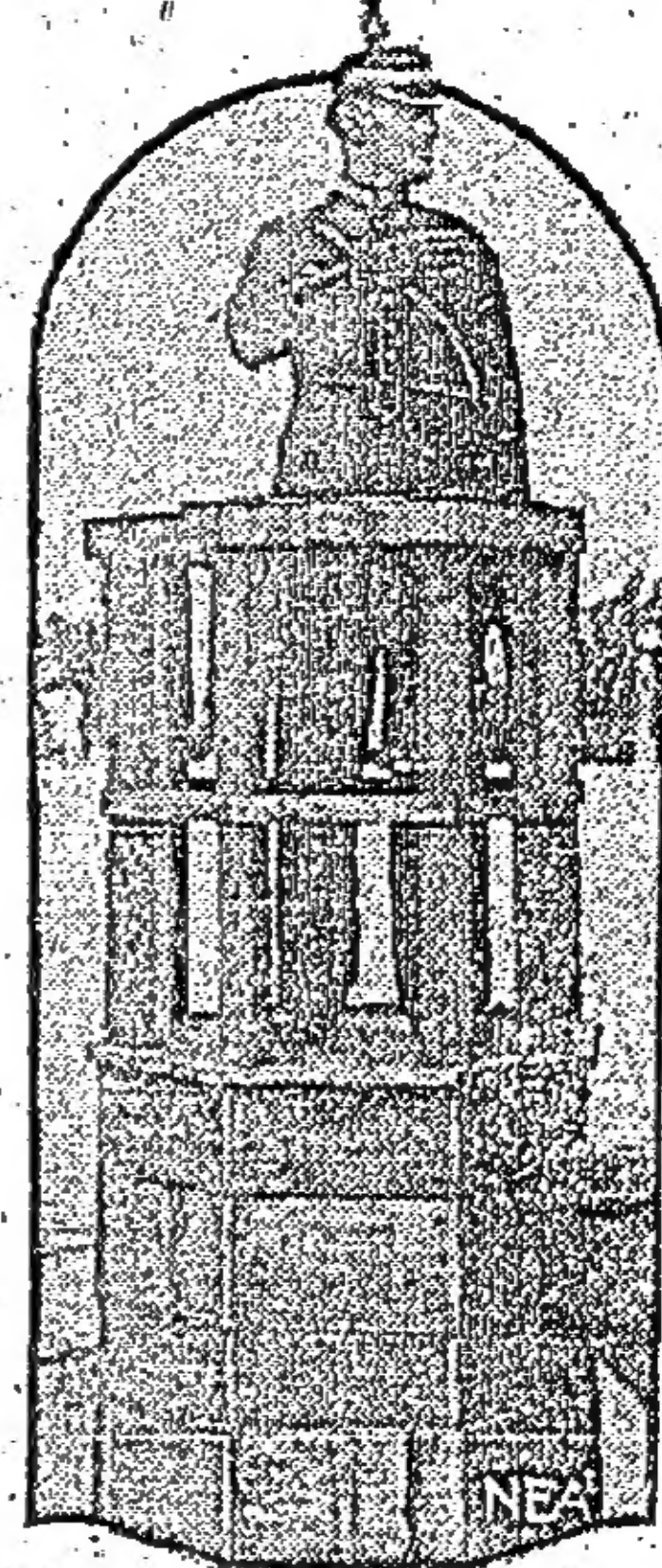
We do not wish to disparage any of these adjuncts, but would point out that the balloon tyre only improves the riding on certain types of road and has brought many problems in its train, such as tendencies to undue rolling and pitching which account for the notable increase in the use of shock absorbers which damp out unpleasant movements of this kind. Shock absorbers, in short, are able to effect an improvement in riding comfort because of the shortcomings of the remainder of the suspension system. The pneumatic type of upholstery can only insulate the occupants of the car from those vibrations and shocks which are slowly shaking the chassis to pieces and which should properly be absorbed by the main suspension system.

A great deal of pioneer work has been done during the past few years in connection with springs that are adjustable to speed, load and road conditions, systems for mounting the wheels independently, coil springing with hydraulic damping, pneumatic suspensions and so on.

There are now large numbers of knowledgeable, discriminating motorists in this country and in the choice of a new car, these people are beginning to insist upon a road trial to demonstrate that the suspension system is not one which will make it imperative to slow to a crawl whenever a

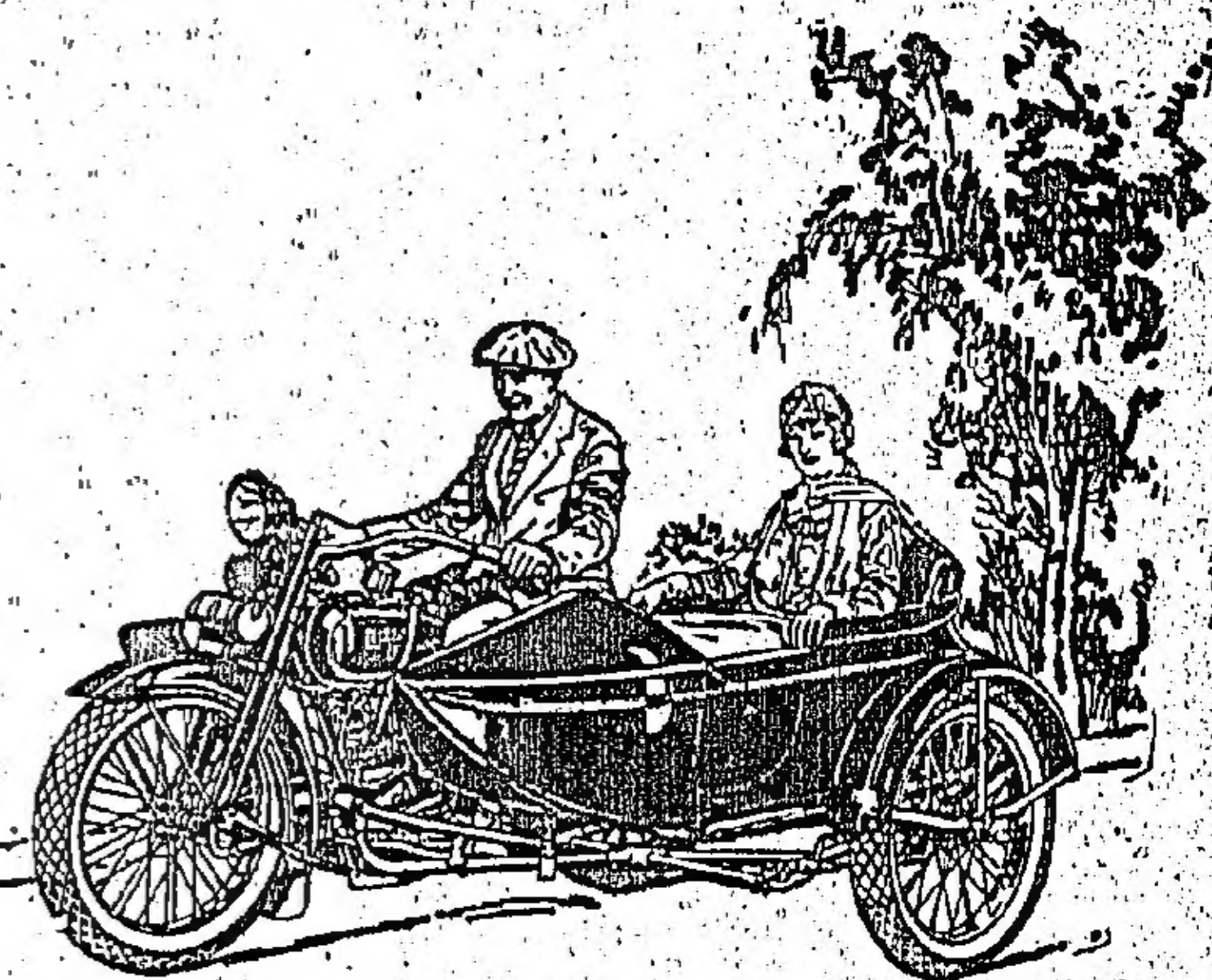
POLICE TOWERS.

GERMAN TRAFFIC SYSTEM.



Small wooden towers are proving a great aid to the police in regulating street traffic in Weimar and other German cities. The towers are placed so that the officers have a clear view of the intersecting streets and are in a position to give orders to good effect.

rough stretch of road has to be traversed. And poor springing is by no means confined to the small low-priced type of vehicle; we could quote many instances of cars priced at anything between £700 and £1,200 in which the deficiencies of the suspension system are in striking contrast to the refinement of the engine, transmission, brakes and bodywork.



BUY a 1927 HARLEY DAVIDSON single and join H. K. Police flying squad. Free licences and petrol allowance. Special prices. Side-by-side valve motors \$575. Over head-valve motors—\$600. Cycles equipped with luggage carrier, speedometer, front and rear stand, electric light, horn and balloon tyres.

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2, Kwong Wah Road (Opposite The Steam Laundry)
Telephone K.1242.



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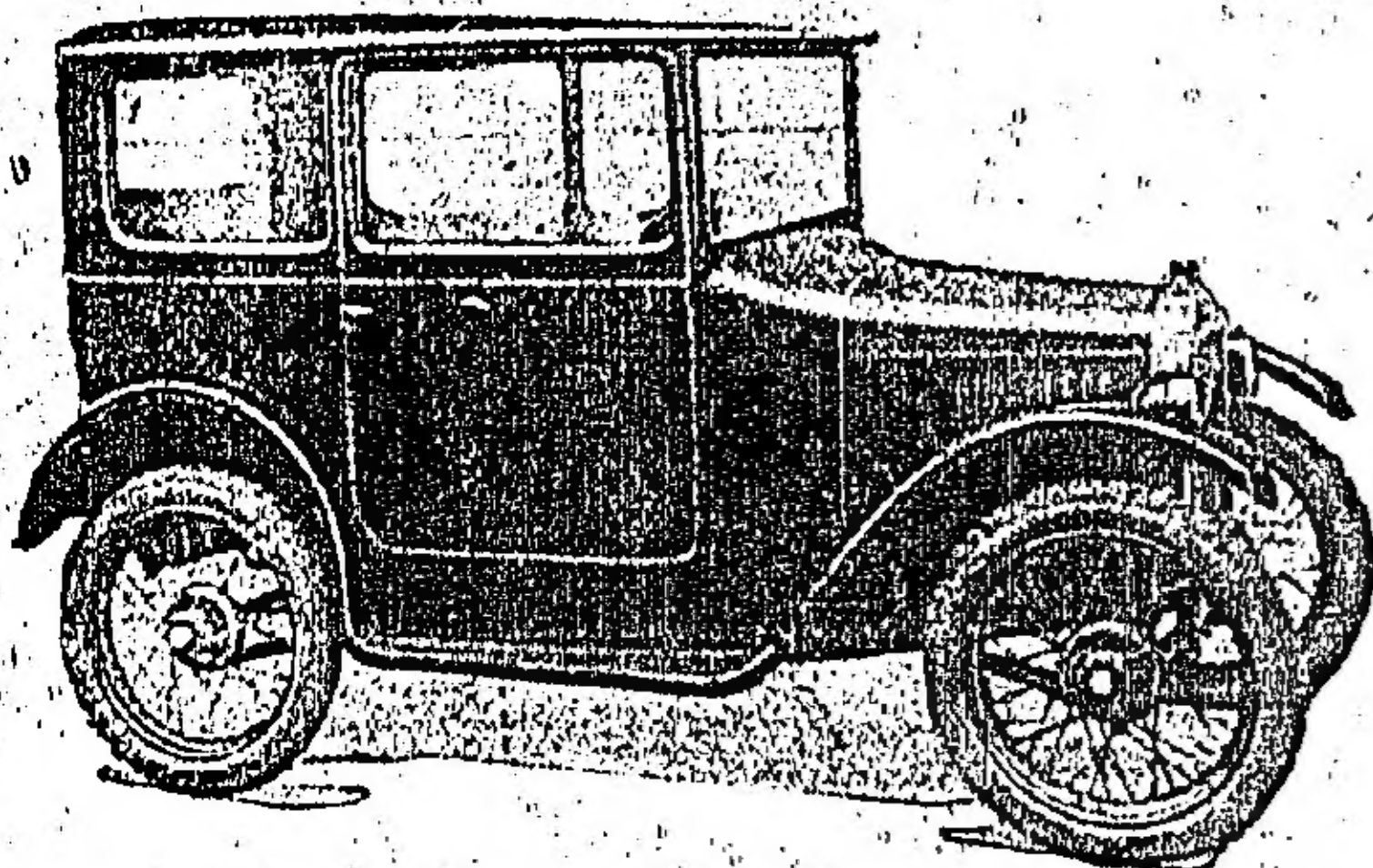
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1927 AUSTINS

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THE REASON WHY

the "Austin Seven" is so popular in Hong-kong is because it is cheap to operate and can be stowed away in any little corner, thus saving garage bill. Furthermore, it is always ready for service.

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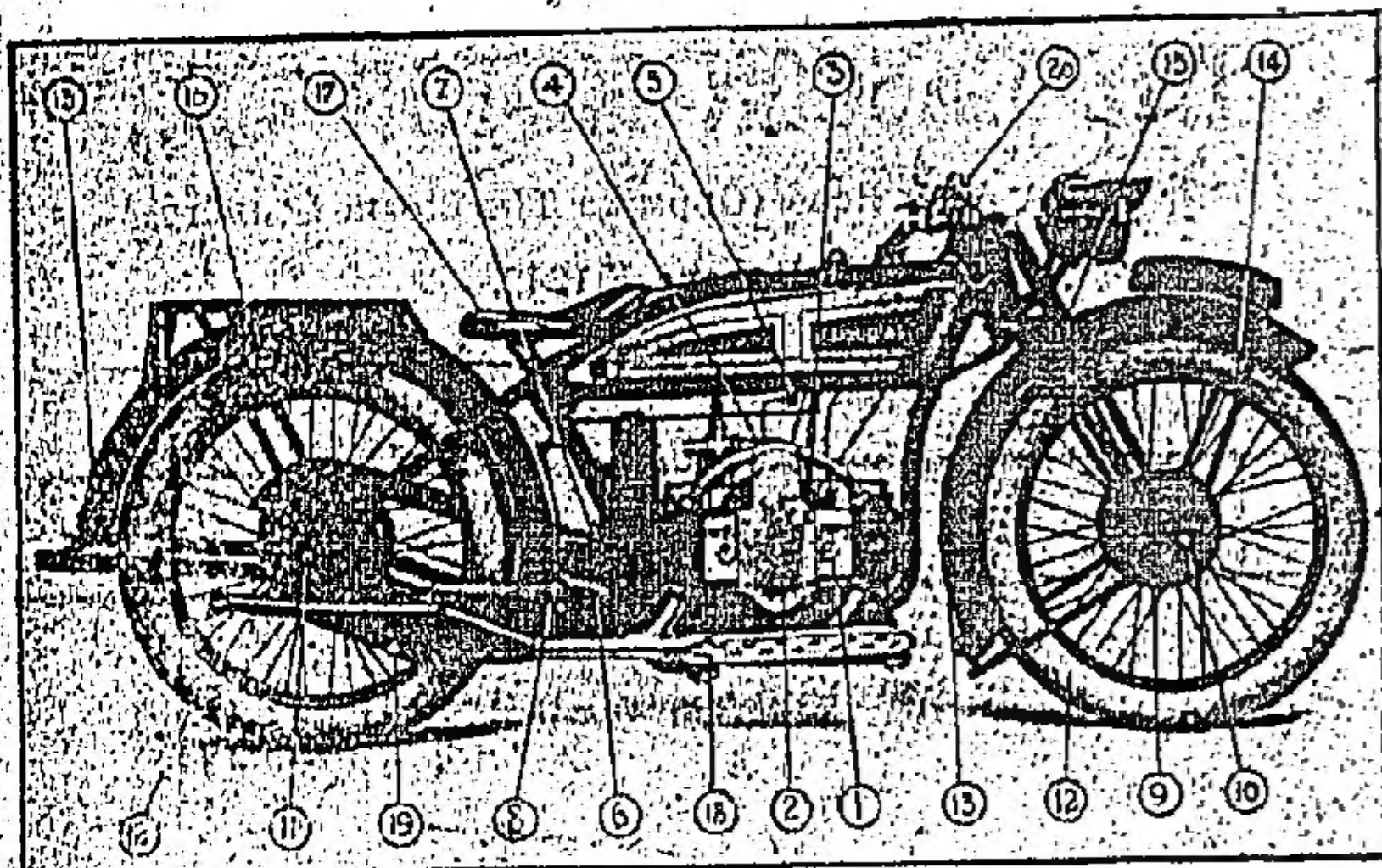
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Twenty reasons why you should choose an "E.W."

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2. Clean crankcase.
3. Mechanical pump lubrication.
4. Induction pipe heating jacket.
5. Petrol tap filter and drain.
6. New type gear box enclosed kickstart.
7. Gear box air vent.
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10. Taper roller bearings.
11. Mud and waterproof wheel bearing.
12. 3 inch tyres.
13. Large section mudguards.
14. Flat mudguard stays.
15. New type fork shackle bolts.
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17. Low saddle position.
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FOR SOUTH CHINA

The EUROPE-ASIA TRADING Co.

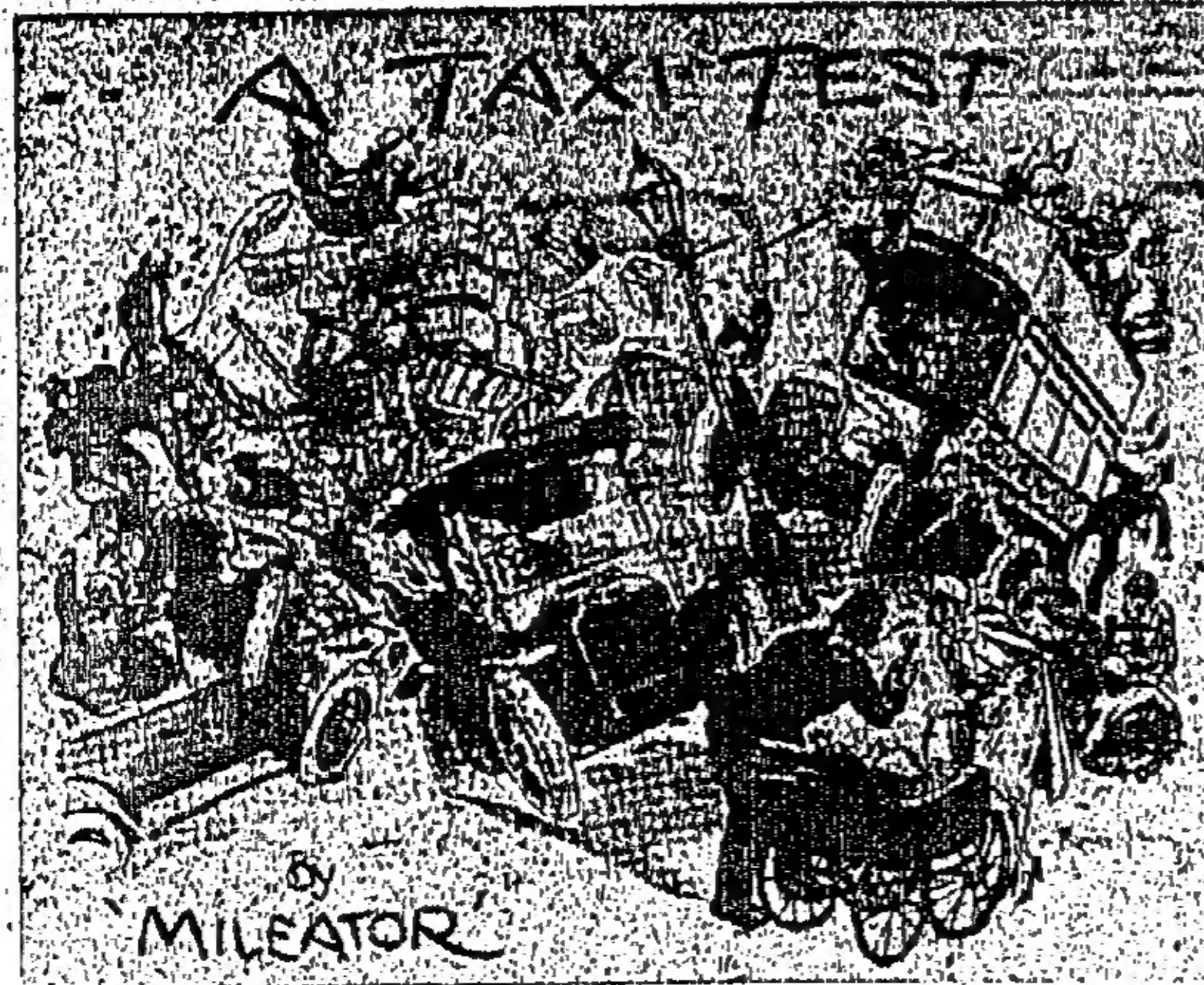
1st. Floor, Pedder Building, 12, Pedder Street.

Ask for the—

NEW MICHELIN PRICE LIST

Showing Latest Reductions

NEW STOCK EVERY WEEK



(By arrangement with The Morris Owner.)

You may have noticed, or you may not, that while the over-riding Press has given us "write-ups" of every car on the market and the scrap-heap, so far no motor scribe has dealt with that commonest of all vehicles, the taxicab. It is somewhat puzzling to know why this taxi should have been permitted, the more especially when we consider that this type of vehicle, at any rate, is familiar to the average writer on motor matters. I will not think that any sordid consideration of advertising enters into the question; because we all know that the Inconspicuous Press gives a "write-up" of any car that it is asked to, irrespective of whether it is advertised or not. You have only to turn over the pages of the motoring journals and notice how seldom the "written-up" cars feature in the advertisement pages to prove this for yourself.

Well, thinking that some of you bloated "Morris-ists" would like to know what the People's motor car is like, I have, at colossal expense (3/8 and a 6d. tip, cash dept. please note) taken one on a test run, in order to secure its long-delayed inclusion among "write-ups," and have the job more or less complete.

The sun was shining and the birds were singing in Pica-dilly Circus as we entered the westward traffic stream in the 15.9 h.p. taxicab, kindly placed at our disposal by the driver—at the ordinary fare. As its pilot moved off the rank with a few terse and well-chosen epithets to describe a conferee who had attempted to take his turn, we were intrigued to notice the taximeter, conveniently placed on a level with his left ear. This ingenious instrument may be described as a cross between a speedometer and a gas meter, and cleverly combines the inaccuracies of both.

Perhaps the first thing that struck us, if we except a banana skin that had served its purpose, from the top of a passing bus, was the ease with which the gallant little engine took up the drive on first. Except for a series of jerks, causing us to lose our pipe and sit on the floor momentarily, and a noise somewhat resembling an earthquake in a China shop, to use a homely simile, there was little suggestion of fuss. Moreover, it was particularly noticed that when the driver took the side-brake off, things were, if anything, smoother; and, without wishing to be critical, we would suggest that users of these delightful vehicles would do well to bear this little point in mind.

As the gallant little engine purred its way on three cylinders along Regent Street, a beauty spot well known to southern motorists, we could not help noticing a rhythmic "click" on the off-side brake-drum. The bevel, too, supplemented the musical feast, and these twain, coupled to the subdued crackling of the bodywork, produced a sense of latent energy quite apart from, and in addition to, the efforts of the gallant little engine. (Here, you can't keep on saying "gallant little engine"—Ed. Yes I can, this is a write-up—Mileator.)

Costly Upholstery.

Quite early in our run we were impressed with the interior equipment of the taxicab. The upholstery, in place of the cotton wool and horsehair customarily employed, was stuffed with lumps of coal, its colour and firmness clearing indicating this original step on the part of the coach-builders. When one considers the price of coal, one can only wonder how the makers can afford this refinement at such a moderate price, whatever it may be.

But, lest readers should get the impression that I am trying to

tell them something about the vehicle under review, we must get on with our trip. We sped along Oxford Street, and then, anxious to know how the gallant—well, all right then—the polite little engine would perform on a stiff gradient, we instructed the driver to essay the slope of Notting Hill, an acclivity with which all keen motorists in the London district will be familiar.

Top Gear Performance.

Despite the fact that we were badly balked by a motor bus, we took the sharp rise, at the foot, near the Tube station on top, and travelled some yards before coming down into second. The driver's efforts here indicated that there are many cars on which the gear change is more difficult, only they would want some finding.

Near the summit of the hill, from which the Crystal Palace would be easily discernible on a clear day but for a certain architectural carelessness in the disposition of intervening buildings, we had to come into bottom gear. But even so, we succeeded in overtaking a builder's handcart which, when we consider that there was only one bore and stroke apiece the cylinders, was not a bad performance for the gallant—for the sturdy little engine.

Proceeding to Queen's Road, Bayswater, we were given an excellent opportunity of judging the efficiency of the brakes. A point-duty policeman at a cross-road was making an evening engagement with a nursemaid, and had not noticed that he was holding up a quarter of a mile of traffic, until the gentle tinkle of our big-end brought him to earth with a rush. He waved both his arms at once and the dormant column of mixed vehicles came suddenly to life as we reached the corner. Our driver put his foot down and, despite a speed of anything up to six miles an hour, the taxi stopped dead as instantaneously as the late lamented Mrs. Lot on a well-known occasion.

Now, in this age of progress, good brakes are no novelty. Even "pushbike" brakes have been known to have a certain amount of retarding effect. But it is one thing for a brake to go on, and another for it to stay on. So excellent was the example on the car under discussion, that it took the driver and myself a quarter of an hour with a King Dick and a hastily-borrowed coal hammer to get it off again.

Thereafter our run to the Long Bar at the "Troc" was without incident, except for a tyre that burst with a loud report in Park Lane during our somewhat foolish endeavour to overtake a speedmodel "Foden." However, as the ensuing wheel-changing operations enabled us to try the working of the taximeter by bringing the flag to a vertical position unnoticed by the driver, this little incident was not without profit.

Altogether, to those who are looking for a mildly exciting vehicle on well-tried lines, who have ample time at their disposal for getting from place to place, and a circle of friends made up exclusively of deaf mutes, we can confidently recommend the taxicab.

It was with a feeling of great reluctance (Yes, we know the part—Ed.)

WIPERS NECESSARY.

All motor busses in South Carolina must be equipped with automatic windshield wipers, according to an order issued by Chief Highway Commissioner McGowan.

PROTECT PEDESTRIANS. AND REDUCE ACCIDENTS.

Protect the man on foot and a majority of automobile accidents will be prevented, says Edward S. Jordan in a special report of street traffic conditions filed with the directors of the National Automobile Chamber of Commerce.

Mr. Jordan believes that the street crossing is a source of the principal dangers and means should be found to eliminate the common vehicle and pedestrian intersection.

"Since sidewalks have been accepted for generations as a public necessity," says Mr. Jordan, "it seems strange that we have been so slow in the adoption of crosswalks."

"When you build a sidewalk that stops at the street intersection the job is incomplete, and in the age of motors it is less than half done."

"It is true that a crosswalk can not be built across a street satisfactorily at the same level. The most primitive step, of course, is to paint the foot crossings on the street pavement and this is being found helpful as a primitive measure."

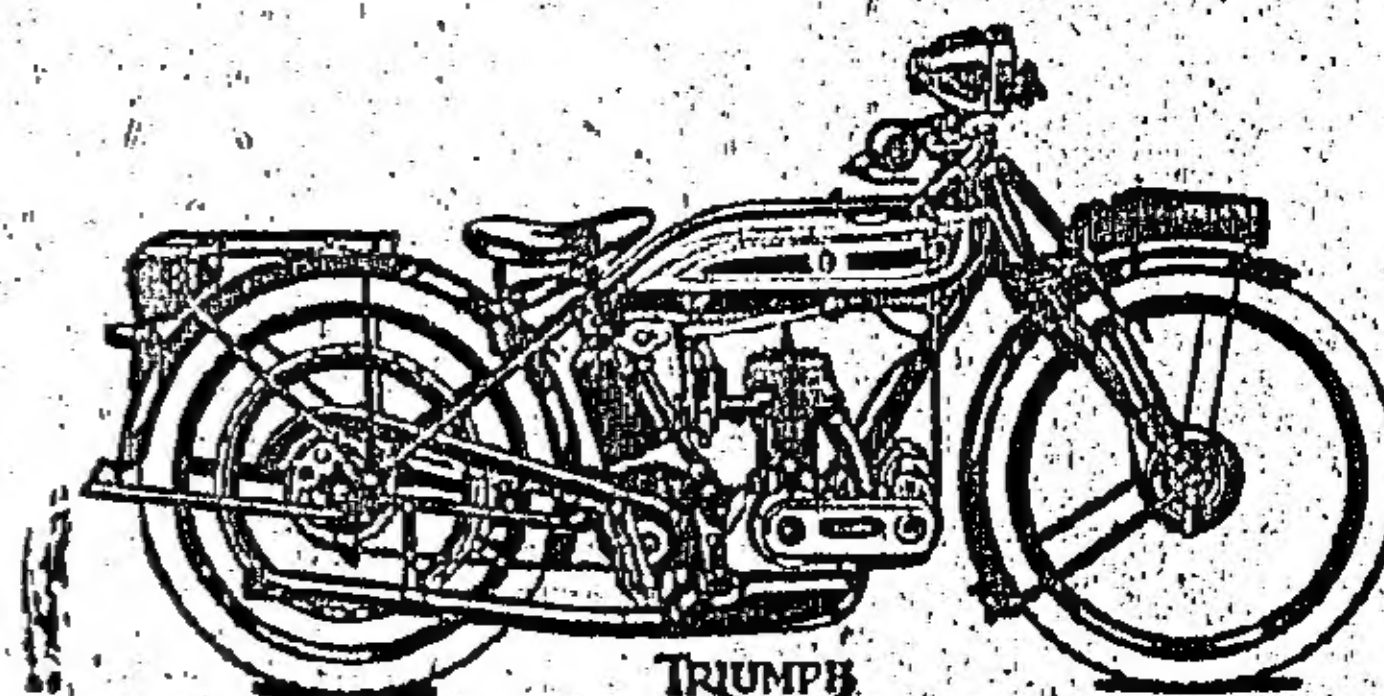
"Overpasses or underpasses for

the pedestrian are bound to come. It may be that, as many have predicted, most sidewalks will be on the second-story level with foot-bridges at street intersections. This is a practical possibility for large cities and some such development is bound to come soon.

"The fact is that remedies which do not bear directly upon the protection of the man on foot are of only secondary importance."

SEVERE TYRE TEST.

Automobile tyres for government use are given a rigid test by the United States Bureau of Standards. The tyre is mounted over a tread that turns at 30 miles an hour rim speed. As it moves, the tyre hits three cloths set in the rim so that each turn of the wheel gives three bumps to the tyre.



TRIUMPH 1927

The new and Improved Model "P"

Now selling at £55.0.0

Delivery at your door, Stocks Carried.

Alex. Ross & Co. (China), Ltd.

AND

Kowloon Car & Cycle Exchange,
KOWLOON.

CHINA UNDERWRITERS, LTD.

FOR

ALL CLASSES

OF

MOTOR INSURANCE

WRITE FOR PROSPECTUS

HEAD OFFICE:—

ST. GEORGE'S BUILDING, HONGKONG.

TELEPHONE:

C. 1121-2

PACKARD

Unsurpassed
Performance

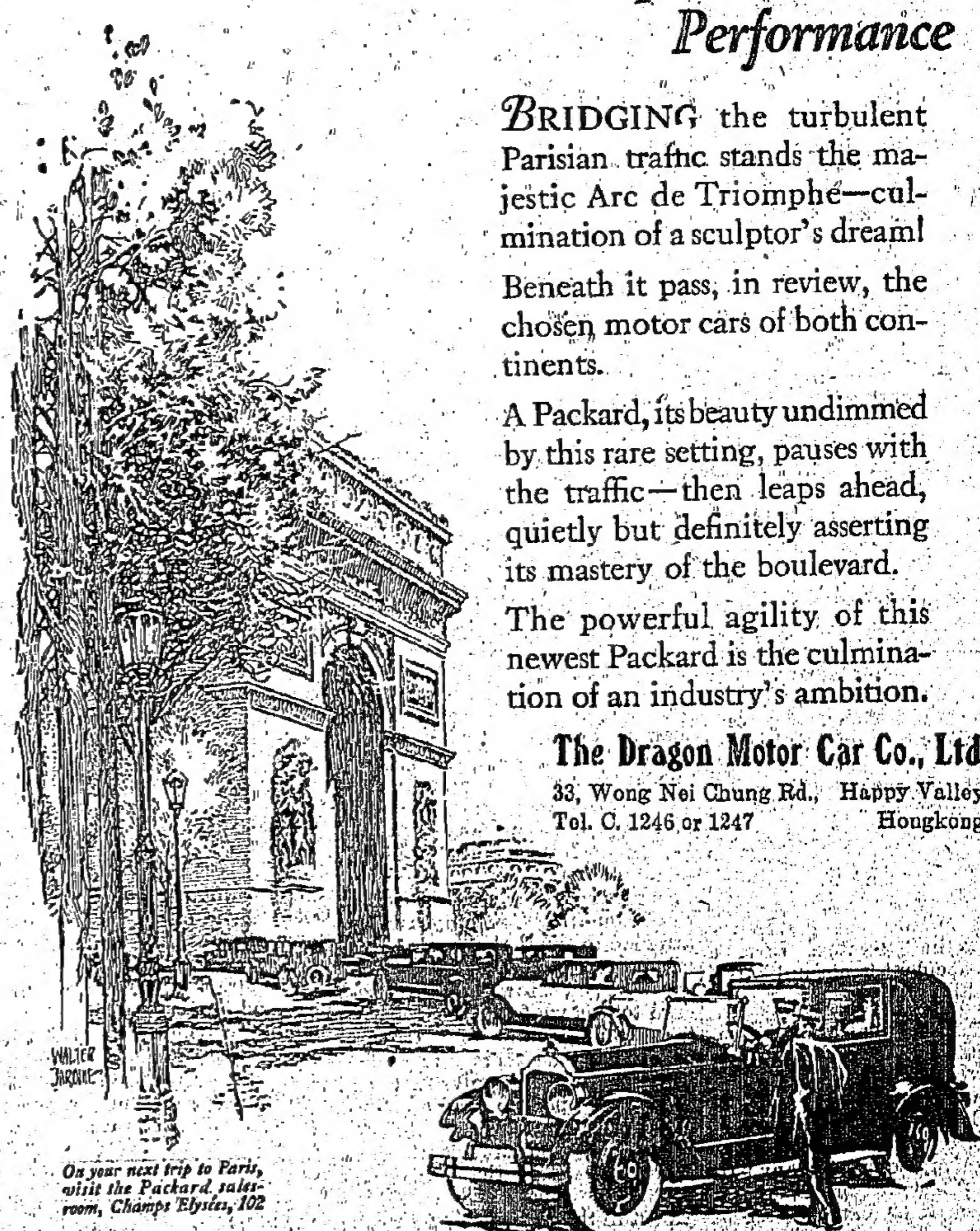
BRIDGING the turbulent Parisian traffic stands the majestic Arc de Triomphe—culmination of a sculptor's dream! Beneath it pass, in review, the chosen motor cars of both continents.

A Packard, its beauty undimmed by this rare setting, pauses with the traffic—then leaps ahead, quietly but definitely asserting its mastery of the boulevard.

The powerful agility of this newest Packard is the culmination of an industry's ambition.

The Dragon Motor Car Co., Ltd.

33, Wong Nei Chung Rd., Happy Valley,
Tel. C. 1246 or 1247 Hongkong.



On your next trip to Paris, visit the Packard sales room, Champs Elyses, 102

ASK THE MAN WHO OWNS ONE

AUSTIN MOTORISTS.

A REORGANISATION SCHEME.

Successful working was enjoyed by the Austin Motor Company during the year to September 30 last. The gross trading profit rose from £470,902 to £748,390. After reducing charges, including debenture interest, there is a credit balance for the twelve months of £447,851, as against £161,174 previously. This result must be very gratifying to the shareholders. It reduces the debit balance brought forward to a total of £1,717,446.

Early this month shareholders were informed by circular of further proposals for a reduction of capital in order to meet the adverse balance and to permit of a resumption of dividends on the share capital of the company. A way for a reorganisation of capital

has been paved by recent redemption of outstanding debentures. All the previous issues of debenture and debenture stock have been redeemed, including the issue of upwards of £1,000,000 Fourth Debenture Stock, which was issued in 1922 under a scheme of arrangement for dealing with the creditors of the company.

According to present proposals, holders of the 7 per cent. Preference shares and of the "B" Preference shares are not asked to suffer any reduction in the amount of their capital. Subject to the resolutions being effected, and the profits and cash being available, the arrears of dividend in the two classes of Preference shares will be paid as soon as possible. The net arrears of dividend to September 30, 1926, on the 7 per cent. Preference shares amount to 7s. per share and on the "B" Preference to 7s. 6d. per share, a total of

£402,500. It is proposed, however, to reduce the amount of each Preferred Ordinary share from £1 to 10s. and each Ordinary share from £1 to 5s. As compensation for their reduction the Preferred Ordinary shareholders will have their non-cumulative dividend of 10 per cent. increased to 20 per cent. After the arrears on the "A" and "B" Preference shares have been paid, the Preferred Ordinary shares will carry one vote for every two shares on a poll.

The amount proposed to be written off the issued share capital is £1,200,000 leaving it at £2,150,000. The accounts just published, however, show a debit balance of £1,717,446. The difference of £517,446 existing between the amount to be written off the share capital and the actual debit balance is to be dealt with by other means. To provide for this difference the item of goodwill is to be

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

SIGNS OF THE OVERHEATED ENGINE.

When an engine, which has previously been running quietly, suddenly commences to knock, when it is pulling hard, especially when it slows down under a heavy load, the first inference is that it is overheating. This kind of knocking is like that due to carbon and is caused by premature ignition of the fuel, in connection with imperfect cushioning of working parts by the heat-thinned oil.

FALLING OFF OF POWER. This knocking is usually accompanied by diminished power, resulting from excessive friction and loss of the lubricant seal at the piston-rings from excessive thinning of the oil. Moreover, when the cylinders get extremely hot, the fuel charges are expanded as they enter and the amount of gasoline exploded per power stroke is appreciably lessened. Also the abnormally high temperature of the engine may be so far communicated to the carburetor that premature vaporization occurs in its float chamber and the mixture becomes very weak in gasoline.

BUBBLING AND HISsing IN THE JACKETS. After a very hot engine is shut down (if there still is water in its jackets) very often a distinct bubbling sound can be heard caused by steam that is formed in the jackets escaping through the outflow hose into the upper tank of the radiator, this action continuing until cooling has gone on for some time.

TESTS OF CYLINDERS-HEAD TEMPERATURE. In extreme cases of overheating a few drops of water let fall upon the cylinder-head will evaporate very quickly and certain parts of the metal will be hot enough to light a match. There usually is a hot smell from any loose oil on the outside of the engine. With the exception of the exhaust-ports the metal immediately around the spark-plugs usually gets the hottest.

SELF-IGNITION AND HARD STARTING. Certain cylinders will sometimes momentarily continue to fire after ignition is switched off, but restarting is likely to be difficult, as the pistons may be stuck and carburetor may be too hot to supply gasoline in liquid form.

UNDERINFLATION OF TYRES. Question: Will the use of 30 lbs air-pressure in ordinary high-pressure tyres give the same effect in regard to riding comfort as the use of balloon tyres carrying the same air-pressure?

Answer: Underinflating a high-pressure tyre will make it ride easier than when it is normally inflated but it will not ride as comfortably as a balloon tyre, partly on account of the fact that the walls of a high-pressure casing are relatively thick and stiff as compared with those of a balloon tyre. Moreover, with a high-pressure tyre so greatly un-

derinflated, its side walls are bent to such an extent that they give out long before they should and the life of the tyre is greatly reduced. Furthermore, there is a considerable waste of fuel in running high-pressure tyres so soft.

MATERIAL FOR GARAGE FLOOR.

Question: What is the best kind of floor for the garage, which I propose to build, wood, cement or dirt? My car is used for pleasure mainly and I do not drive a great deal.

Answer: A dirt floor is very objectionable as it gets soft and muddy at times, and except in the case of a portable garage which is likely to be moved, you would hardly be satisfied with it. A cement concrete floor would probably best meet your requirements and would cost you hardly any more than the wood floor. Its fire-proof qualities are worth something and it makes a tighter and better job.

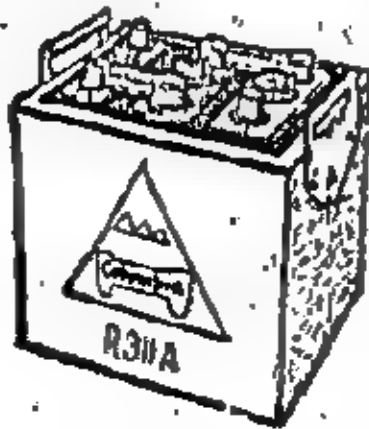
LEAKY HEAD GASKET.

Question: Since grinding the valves of my engine, bubbles appear between the head and block, although all head bolts are tight. The manual advises against using shellac on the gasket. Should I have used it notwithstanding this? Will it be all right to use less valve-stem clearance than the 0.003 inch recommended in the manual?

Answer: When shellac is not used on a cylinder-head gasket, its surfaces should be well coated with cup grease. This serves to prevent gas and water leakage, if the gasket is perfect, the metal surfaces clean and true and the studs tightened uniformly and thoroughly. It is not advisable to use less valve-stem clearance than recommended, because of the possibility of the valves holding open when the engine is hot.

We have a large stock of 6 and 12-volt batteries for the following AND many other cars:

AUBURN
BRISCOE
BUICK
CADILLAC
CHANDLER
CHEVROLET
CLEVELAND
DODGE BROTHERS
ELGIN
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FORD
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MARMON
MAXWELL
McLAUGHLIN
OAKLAND
OVERLAND
PACKARD
PAIGE
STUDEBAKER



We will promptly build you a battery from our large stock of Columbia battery parts and to your precise requirements, provided we do not have in stock the exact battery you need.

Columbia
Storage Batteries

YOUR NEXT BATTERY SHOULD BE A COLUMBIA!

The Dragon Motor Car Co., Ltd.

33 Wong Nei Chung Road, Happy Valley

Only Two Manufacturers offer "One-Profit" Unit-Built Cars

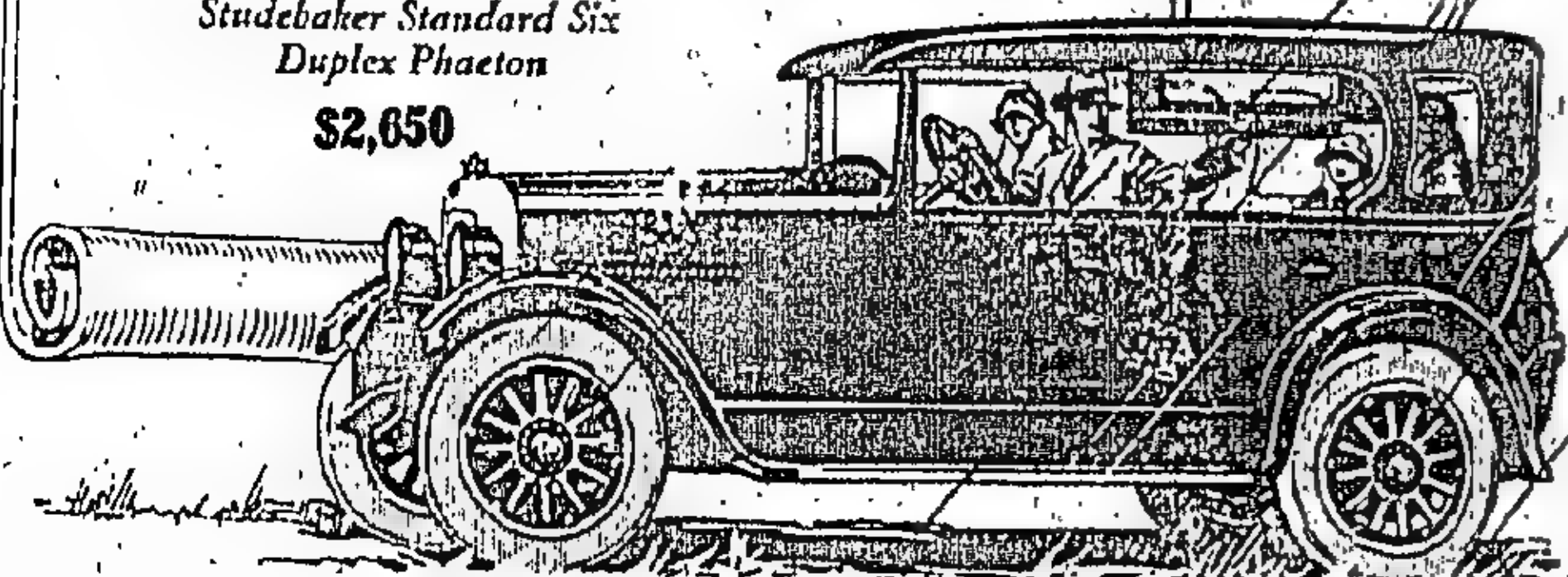
ONLY two manufacturers actually build their cars complete—make all their own bodies, engines, clutches, springs, gear boxes, differentials, steering gears, axles, gray iron castings and drop forgings.

One is Ford. The other is Studebaker.

This One-Profit principle of manufacture makes possible four great advantages:

1. It eliminates the extra profits and overhead that many other manufacturers have to pay and include in the purchase price to you.
2. Because of the One-Profit savings, Studebaker is able to offer you a sturdier, more substantially built automobile. We pay a premium for the finest steels. We use hard-wood in body construction. Throughout the entire car you find the same high quality of materials and workmanship.
3. It makes possible finer quality because Studebaker being an independent manufacturer, with no subsidiary or allied companies to favor, is free to buy on the open market, demanding the finest materials at the lowest possible price.
4. And finally, it enables us to build a better car because the vital parts are designed, engineered and manufactured complete by one organization. Being built as a unit—Studebaker cars function as a unit.

Studebaker Standard Six
Duplex Phaeton
\$2,650



THE HONGKONG HOTEL GARAGE.
SOLE AGENTS.

STUDEBAKER

BUILDERS OF QUALITY VEHICLES FOR 73 YEARS

increased in value by £287,408, and there is a sum of £14,000 available as surplus on settlement of third debentures, while credit of £329,223 is taken for estimated profits during the year to September 30, 1926. These three items make a total of £630,636, from which must be deducted a sum of £113,190 as costs of debenture issue and commission on re-issue, of forfeited shares, thus leaving the necessary amount of £517,446.

It is regrettable that an increase in the goodwill item is necessary, while another factor which may lead to discussion is the directors' statement that the estimated profits for 1926 have been seriously affected by the general and coal strikers. Various efforts have been made in the past to arrive at a capital reorganisation scheme which will prove acceptable to shareholders. The present proposals may find more support than their predecessors, though it does appear as if even more drastic writing down of shares were necessary in order to place the company in a position to resume dividends at an early date. The earning capacity of the company is amply demonstrated in the latest report, and although the next accounts may be affected by labour conditions, the future of the company should be such as to give encouragement to the proprietors.

A New Light Weight Overland The "Whippet"

We have pleasure in announcing that the Willys Overland Co. is now in production on an entirely new type of small, light-car, FAST, POWERFUL ECONOMICAL TO RUN, LONG LIVED.

Very aptly has this addition to their already fine line of models been named the "Whippet," it has more speed than the greyhound with all the tenacity of the terrier.

Absolutely new design.

Speed, over 55 miles per hour.

Acceleration, 5 to 30 miles in 18 seconds.

28 or more miles to the American gallon.

250 miles to quart of oil.

20,000 miles to a set of tyres.

Four wheel mechanical brakes.

Irreversible Steering.

56 inch tread.

Conventional springs.

29 x 4.40 Cord Balloon tires.

Engine developing 31 horsepower.

Remarkable acceleration.

Low hung body of very pleasing lines.

Finished in Blue lacquer.

Ample room for passengers.

Plenty of clearance for rough roads.

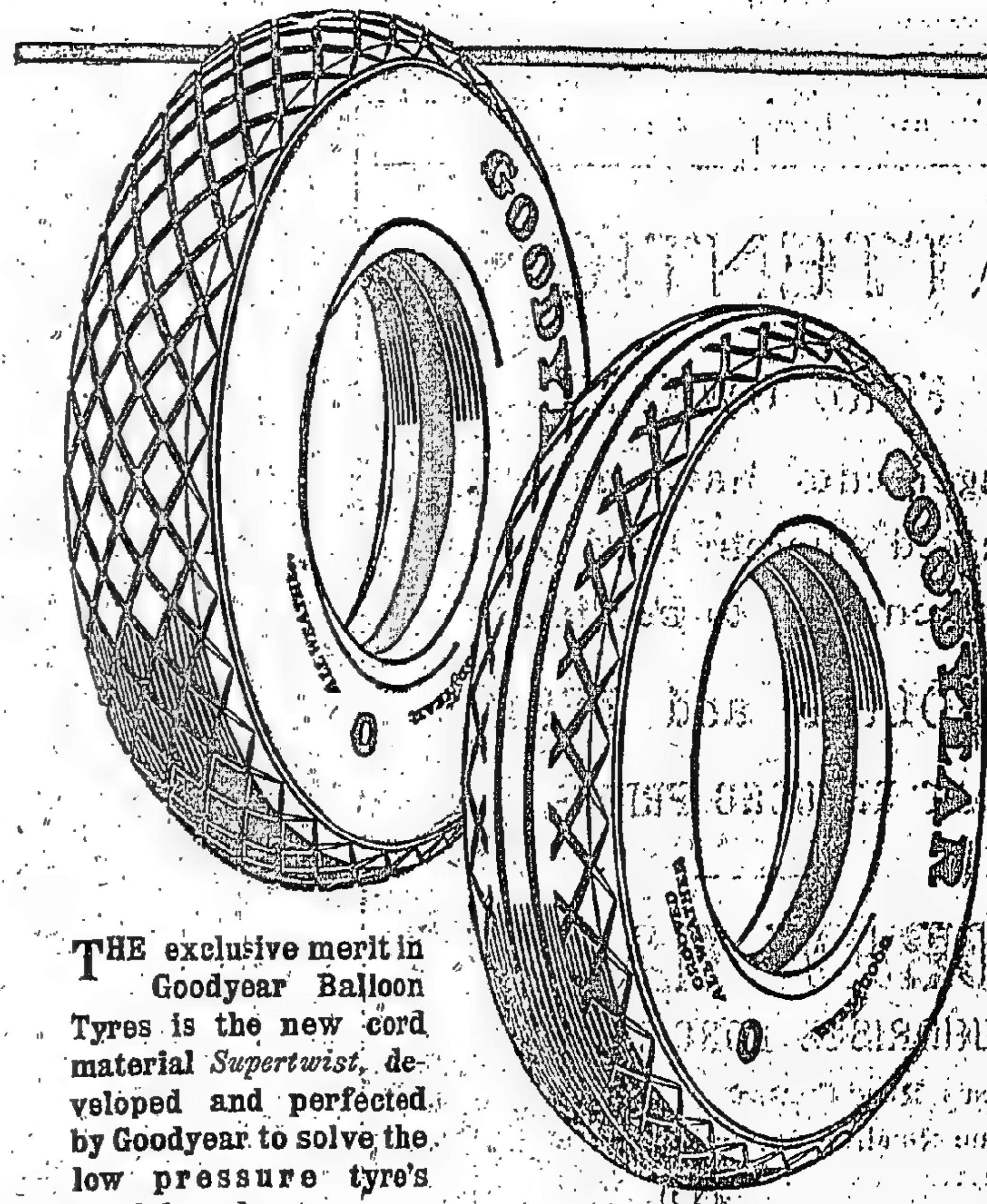
This car is produced after exhaustive experiments with European light cars, it combines the best practice of Europe and of the United States. It has the specifications of a large expensive car with reduced measurements. It creates a new standard of value. You want the latest improvements and can't afford to buy a new car until you know all about what Willys Overland has designed.

THE FIRST TWO OF THESE CARS
WILL ARRIVE SHORTLY

Full Particulars from:—

THE UNIVERSAL AUTO SUPPLY CO.

61, Des Voeux Road Central.



THE exclusive merit in Goodyear Balloon Tyres is the new cord material Supertwist, developed and perfected by Goodyear to solve the low pressure tyre's special needs.

Next Time Buy

GOOD YEAR
BALLOON TYRES

Made with SUPERTWIST

DISTRIBUTORS

ALEX. ROSS & Co. (China), Ltd.
BANK OF CHINA BUILDING, HONGKONG.

CHEAPER CARS.

RAPID ADVANCE IN TRADE.

(BY HAROLD KLEIN)

Greater life of the automobile has helped increased production, to make this the greatest automotive country in the world.

We have advanced so rapidly in the use of the motor car that we now have practically an automobile for every family in the country, or one to every five persons.

That means the beginning of an age of two cars to the family, since there are thousands of families, unfortunately, that can't afford even the lowest priced car to-day. It means also the rout of the demon "over-saturation" from this field—one that, at times the highest authorities seemed to fear.

What causes this great popularity of the automobile, especially in this country, may not be so much our increasing prosperity, coupled generally with a higher standard of living, as a series of factors dependent on the automobile itself.

First, there is the declining cost of the average motor car. This lowering of prices, which has been going on especially the last two years, has put the automobile in the hands of perhaps the largest class of society—the great middle class. This includes the white collar office force and skilled labour.

The fast-increasing production and sales of cars of the \$1,000 class and lower is proof enough, but there's additional proof in the decline of the average note left on new cars, from \$810 in 1920 to \$528 the last two years.

Of course, cars of higher price have been sold to this greater class of society, and for many years. But they have never been sold in such great number as they are to-day, because they hadn't been lowered to at least the average paying ability of this class.

Second, among the reasons for the great increase of automobiles to-day, is the gradually declining rate at which cars are being scrapped in comparison with the growing rate of production. This means that cars have a longer

life, from an average of five years only a few years ago, to an average of almost eight years to-day!

That's due to better construction of engine and body, good roads and better facilities for service. Despite lowering of prices, construction has improved tremendously and promises to improve even further. There is a saving, all around, from the greater durability and strength of the modern car.

Smooth roads help to increase the car's life, and the large number of service stations, with more efficient mechanics, offers little reason for any car to be run in crippled condition.

These are the two important factors that make the automobile so popular in this country. But there are many others that help considerably in the rise of the motor car as almost a household necessity.

There is the lower cost of maintenance, resulting from improved engine, chassis and body, from greater mileage and less time in the repair shops.

Enclosed bodies keep the cars on the roads at all times of the year, so that the automobile has stepped out of the class of seasonal luxuries into the realm of all-year-round necessities.

Taking care of the car is no longer a bother—for flat tyres can be replaced more easily, the chassis can be greased with almost no grime and the important parts of the car can be reached without getting out and under.

There's greater comfort and beauty in the modern automobile, there's more mileage in the tyres, gas is cheap in comparison with fuel in other countries—in short, the automobile in America isn't beyond the average man's pocket-book when he buys it and while he uses it.

In an address to the French National Congress of the Textile Unions Federation, at Valence, Mr. Tom Shaw, speaking of the different conditions of labour in the various countries represented in the Federation and the resulting competition, announced that a mission of inquiry was to be sent to the East and the Far East which might lead to a solution of this difficult problem.

MOTORCYCLE RECORD.

Curley Fredericks, youthful Denver (Colo.) motorcycle racer, established a record of 120.3 miles an hour on a motorcycle at the Rockingham Speedway, Salem, N.H.

PAVING IS OLD IDEA.

Paved and asphalt streets are not modern. Such streets were used in ancient Babylon and were constructed by Nabopolassar and later his son, Nebuchadnezzar.

NEW RUBBER SOURCE.

The African euphorbia tree may be a popular source of rubber supply if the reported discovery of a method by which rubber can be produced from the latex of the tree proves practical.

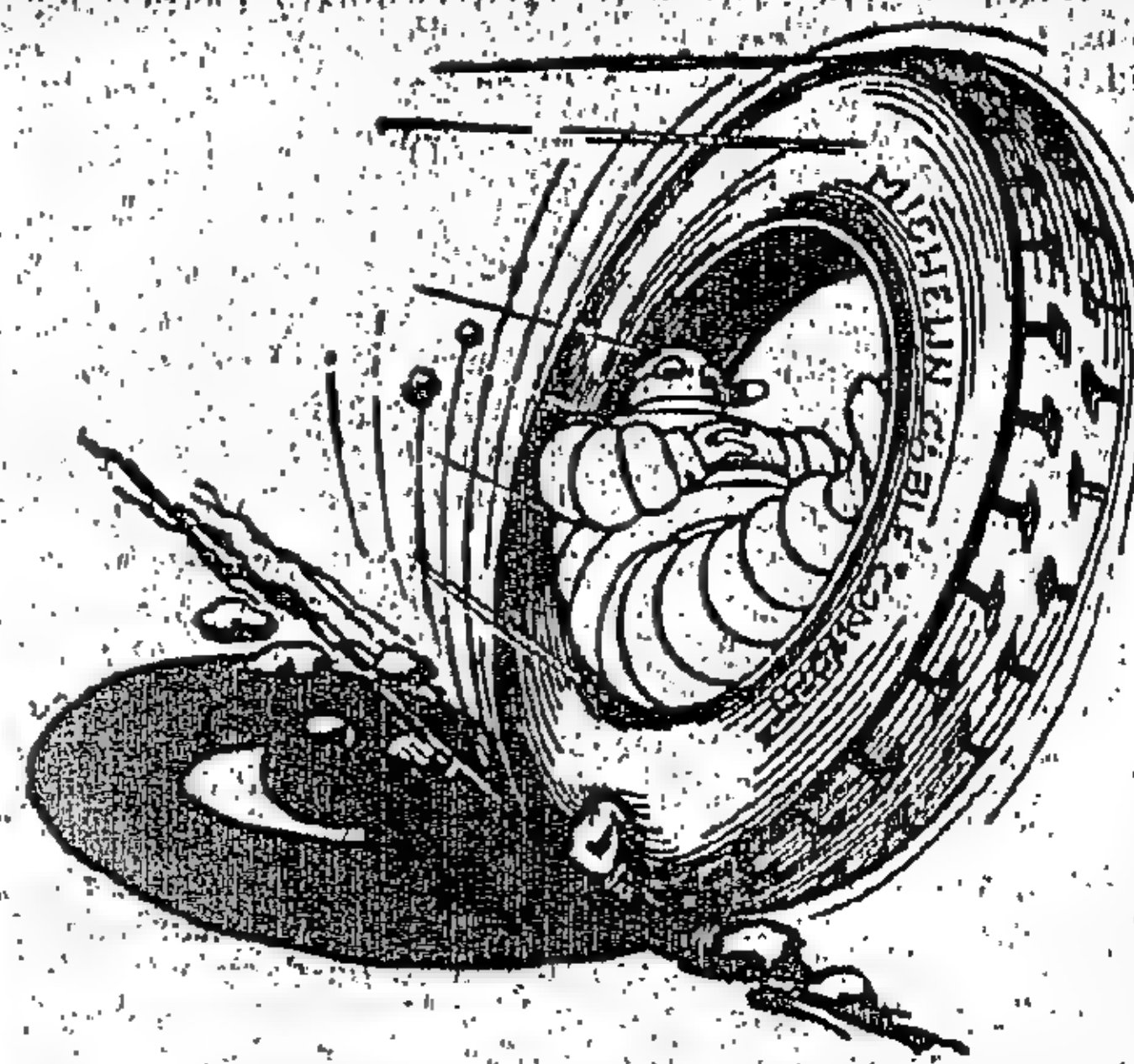
TAKES GOATS IN TRADE.

Goats have a trade-in value of \$20 each on the Spokane, Wash., auto row. One automobile salesman took two of them at this rate. It was his first trade-in that didn't need reconditioning, repairs and replacement of worn parts.

HOW IT HAPPENED.

A novice was driving a car Down Portland. His son said "Papa."

"If you drive at this rate we're sure to be late. Drive faster." He did, and they are

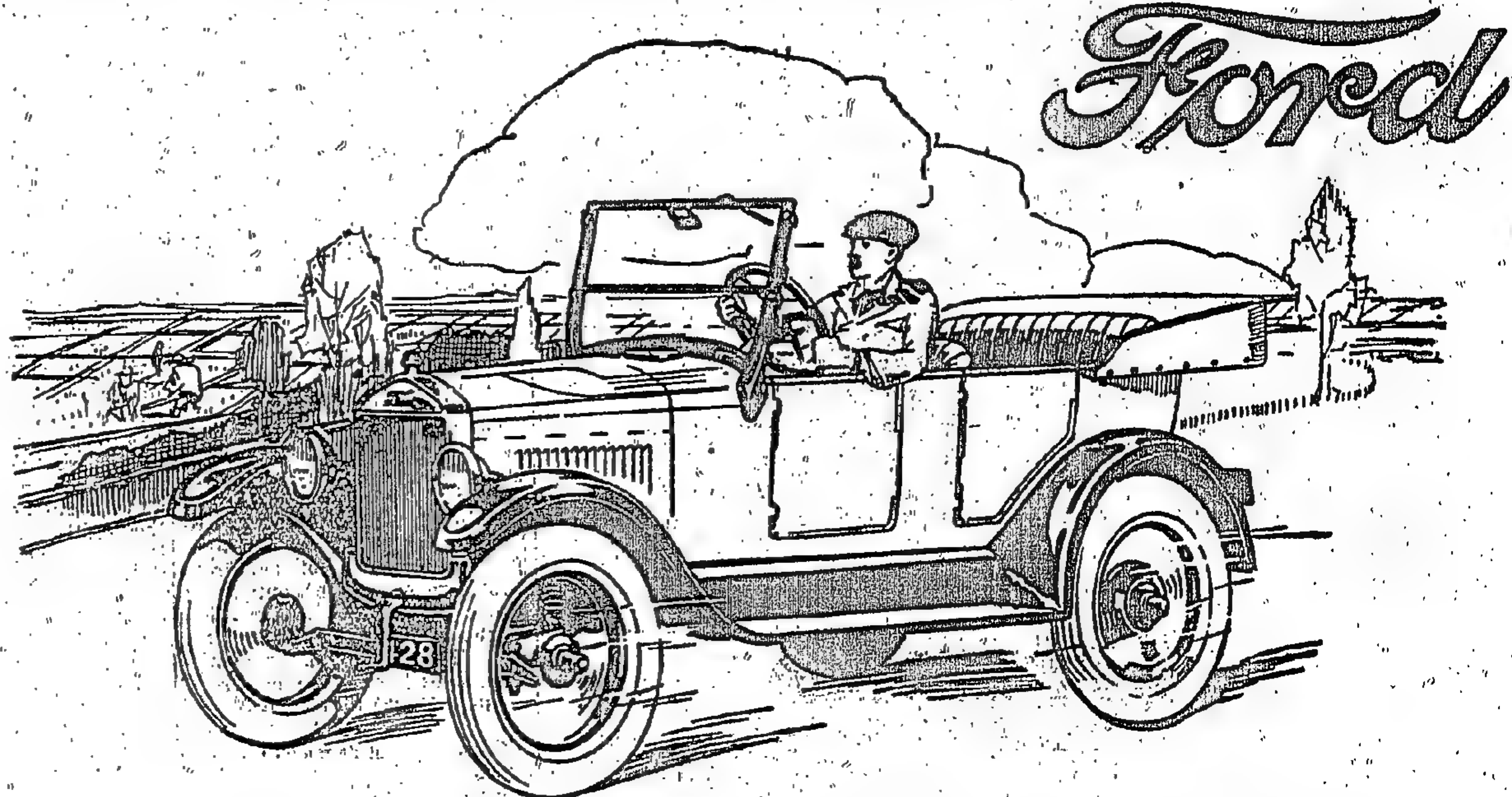


If you cannot obtain satisfactory result from other tyres which are made with ORDINARY cord, please try MICHELIN which are built with reinforced "CABLE" cord, and far more superior than any other tyres in quality.

Obtainable at all Garages.

Sole Agents for:—

Hongkong and South China:
J. GIBBS & COMPANY.
Bank of Canton Building,
First Floor.



The Improved Ford Touring Car renders comfortable motor transportation that is not only inexpensive but also the most universally reliable. Ford cars now offer everything that the motorist requires. At no time in the whole history of motoring has such value as this been obtainable. Just compare Ford prices! When you buy a Ford you can at once take the road with a light heart satisfied that you used good judgment in selecting this dependable car. The body is longer than in previous models and has more leg room. The seats are much lower affording non-tiring, easy operation.

Ford 5-Passenger TOURING CAR

Price with
SELF STARTER

Delivered in Kowloon.

H.K. \$1,090

ANDREW HARPER

Authorized Dealer

Chatham Road, Hunghom, Kowloon; 6 Queen's Road, Central.

HONGKONG.

Telephones: C 4893 & K 1216.

Ford Motor Company
Detroit, U.S.A.

ATTENTION

FORD OWNERS

Arrangements have now been completed whereby Ford Owners are enabled to purchase

GASOLINE and TYRES

AT REDUCED PRICES.

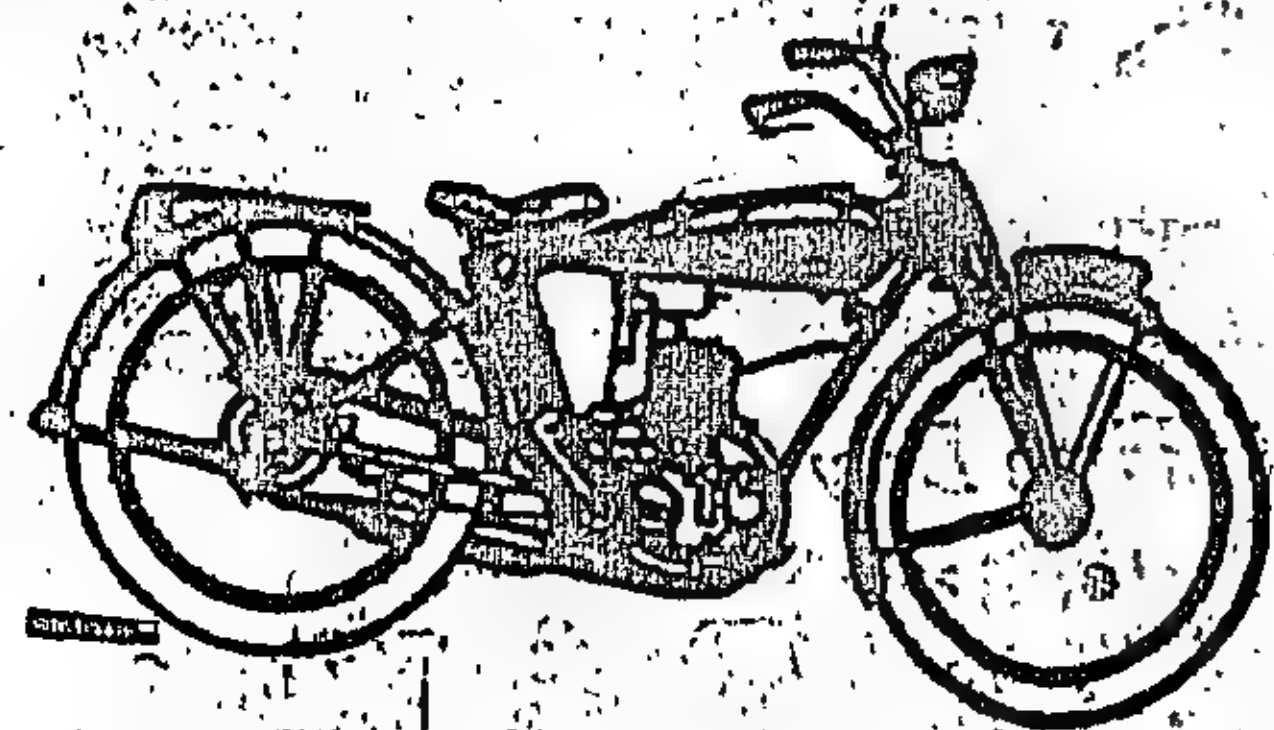
ANDREW HARPER

AUTHORISED FORD DEALER

6, Queen's Road Central ... Tel. C. 4895.

Chatham Road, Hunghom ... Tel. K. 1216.

Puch Motor Cycles



3-H.-P.

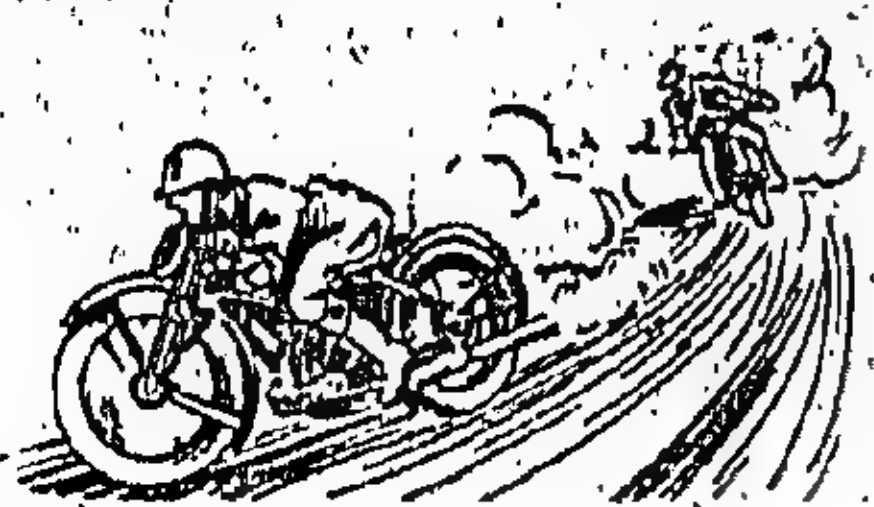
In order to introduce these excellent little machines, we are making a special offer.

\$330 CASH ... \$330 TERMS

Call and make an early inspection at our office.

LEYSECO CHINA CO., LTD.

4th Floor, Bank of Canton Building
6, Des Voeux Road, Central.



B. S. A. MOTOR CYCLES

gained the following awards in the recent English

INTERNATIONAL 6 DAYS TRIAL

SPECIAL EXHIBITION MEDAL

The B. S. A. team on 3.49 h.p. models completed the course without losing a single mark and were the only team to complete the Trial with absolutely clean sheets.

ALSO MANUFACTURERS' TEAM PRIZE
CLASS "B"

Riders of B.S.A. Motor Bicycles also gained the following awards:

10 GOLD MEDALS 1 SILVER MEDAL

THE SINCERE CO., LTD.

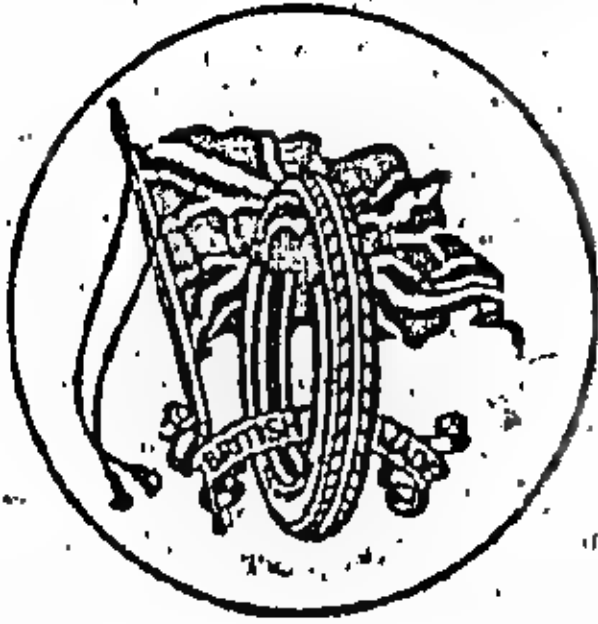
SOLE AGENTS.

Be sure!
that it says 'Made in England'
on your Tyres

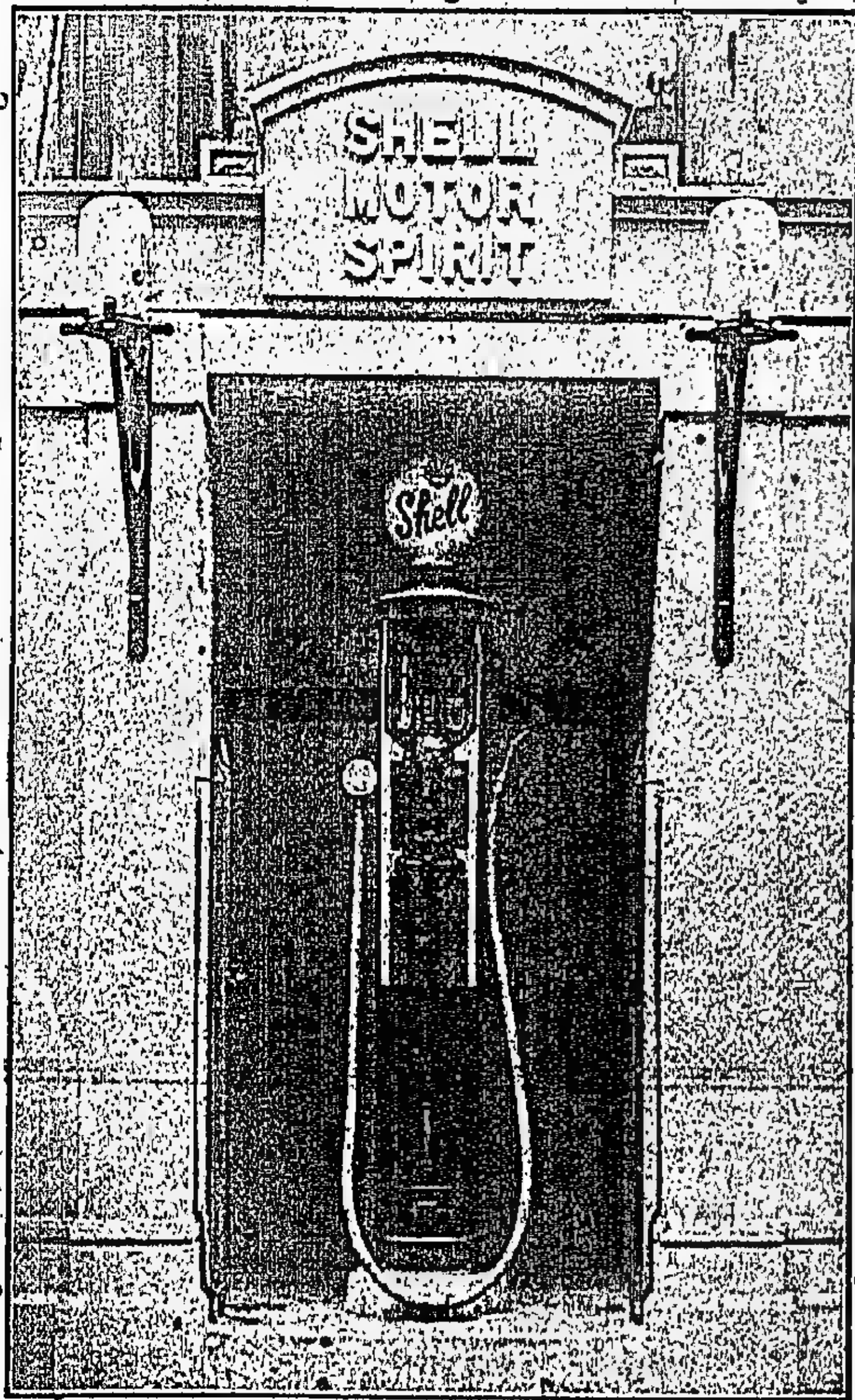
If you want to be certain that
the money you spend on Tyres
gives you the greatest value.

We put 'Made in England' on
DUNLOP TYRES
for your protection

DISTRIBUTORS:
HONGKONG HOTEL
GARAGE
TEL. C. 4759.



BRANCH OFFICE:
16A, DES VUEUX ROAD
CENTRAL
TEL. C. 4554.



"SHELL" PUMP

Situating in Douglas Street

(off Des Voeux Road Central, and opposite The Douglas Steamship Wharf)

The Asiatic Petroleum Co. (S.C.) Ltd.



Excellent roads skirting the Atlantic seaboard make a motor trip along the ocean shores a delightful vacation trip for motorists.

The motorist who tours the highways bordering the Atlantic ocean will find not only good accommodations for comfort but also provisions for recreation and pleasure. An opportunity for bathing, swimming and fishing is always available.

Interesting and historic attractions at many Atlantic coast cities and towns, including the Sesqui-Centennial at Philadelphia, make an Atlantic coast tour unusually attractive this season.

Rigorous inspection of the 12 auto camps established near the Sesqui-Centennial International Exposition at Philadelphia is being conducted by health services, insuring motorists of sanitary and inviting camps.

Florida is spending more than \$53,000,000 for highway construction this year. Roads of that state now total about 5650 miles.

Repeated warnings to slow drivers who trail along through traffic at the rate of 10 or 20 miles an hour have been of little avail, so Superintendent Hurley of the Connecticut state police has ordered that all such offenders be arrested.

Motor car traffic over Missouri's improved highways has increased 100 per cent. this year over the same period last year, according to a check by the state highway department.

A permit for building an automobile and pedestrian bridge across the Mississippi river at New Orleans has been sought from the Louisiana highway commission.

The Susquehanna Trail, which runs north and south through the centre of Pennsylvania, is said to be one of the most beautiful highways in the world and almost solid concrete for the entire distance from Harrisburg to where it connects with New York highways.

LUBRICATION AND THE CARBURETOR.

(By Technical Department,
VACUUM OIL CO.)

Adjustment of the carburetor determines the proportion in which gasoline and air shall be fed to the engine. This proportion has an important effect on lubrication. Incorrect carburetor adjustment may cause oil pumping, carbon formation or thinning of the lubricating oil by dilution with fuel.

"Oil pumping" is the accumulation of excess lubricating oil in the combustion chamber. The oil accumulates because it cannot burn either from lack of heat to vaporize it or lack of air to consume it. With too rich carburetor adjustment there is not enough to consume any excess of lubricating oil.

If the carburetor is adjusted to idle too slowly or if the engine is run too long in this position, the tendency toward oil pumping is greatly aggravated. In the idling position, the carburetor throttle is almost closed and a high vacuum is developed in the intake manifold and combustion chambers. This vacuum tends to draw the oil up past the pistons. The over-oiling tendency is made worse by the fact that the idling mixture is necessarily a rich mixture and the oil is likely to accumulate because there is not enough air to burn it. Idle the engine for a short time, step on the accelerator and prove this by the cloud of smoke which comes from the burning of the oil accumulation when the engine is opened up.

In starting the engine, particularly in cold weather, it is necessary to choke the carburetor. This is because the greater portion of the gasoline is too heavy to vaporize in the cold cylinders and consequently cannot be fired. The mixture needed to start cold engines must be from five to seven times as rich as the normal mixture. Only one-fifth of the fuel is light enough to vaporize and fire it at the low temperatures. The rest remains in liquid form and thins out the lubricating oil. It is perfectly clear that if the choke is used to excess the lubricating oil will be thinned down so much that it will lose part of its value. Avoid excessive choking or unnecessary use of the choke after the engine has started.

Keeping the engine reasonably hot helps both carburetion and lubrication. A large part of the fuel which may have previously accumulated in the oil will be driven off when the engine is thoroughly hot and the oil restored to its proper body.

THUMB PRINT RECEIPTS.

A Hancock (Mich.) garage uses the Bertillon system for recording bills. When a bill is offered for settlement the mechanic, who almost always has greasy hands, merely attaches his fingerprint. The garage keeps fingerprint records of all employees.

BALLOONS HOLD MARKET.

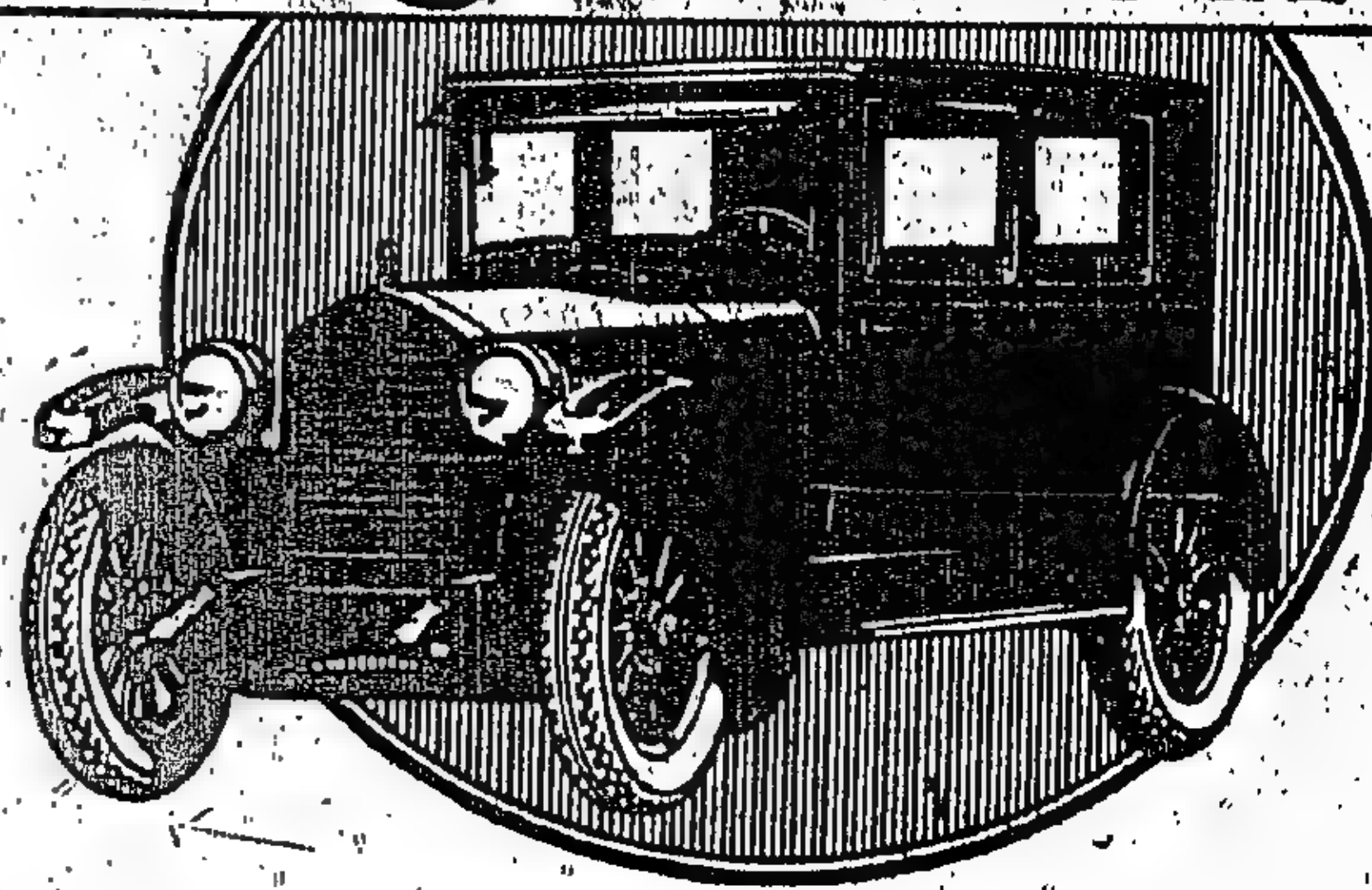
An Akron tyre firm predicts that the manufacture of fabric tyres in the future may be practically abandoned. High pressure tyres will be used only for heavier service such as heavy truck work and balloon tyres will equip practically all passenger cars and a large number of trucks and busses, according to company officials.

GAS PRICE PROBE.

The Federal Trade Commission has started an extensive investigation of charges that big oil companies have raised the price of gasoline without due cause at a cost of many millions to motorists.

ESSEX "6" COACH

\$2,300.



Closed Car Comforts

for All Year Service

Combined with the supreme advantage of the Super-Six principle, the largest production of 6-cylinder cars in the world makes this quality, price and value exclusive to Essex.

Only among far higher priced cars will you find comparison for Essex performance, its long-lived reliability and riding ease. At little more than the cost of low-priced "Fours" the Coach gives all closed car comforts, with the advantages of the "Six" not found in any "Four." And equally important,

you get the famous Super-Six advantages over every rival "Six."

That means not only a motor design that has long held foremost place among "Sixes" but the same precision standards in every chassis detail that time and use have tested in the service of nearly 800,000 users. Its first cost economy is continued in exceptionally low operation and maintenance cost. The materials used and the way it is built insure lasting enjoyment of these brilliant qualities that delight you on your first ride.

ESSEX TOURING \$2,100.

All Prices Include Complete Special Equipment.

THE DRAGON MOTOR CAR CO.,
LIMITED
33 WONG NEI CHUNG ROAD HAPPY VALLEY

Announcing
the new "70"
WILLYS-KNIGHT
6

... a car of unparalleled efficiency, out-performing anything ever built of its size, or type, or class!

Its remarkably low price, plus its many distinctive advantages, undoubtedly place the "70" Willys-Knight Six in the front rank as the outstanding value of the world in the six cylinder field.

Utilizing the principle of high-speed engine construction in a Knight type sleeve-valve motor, with a 2 15-16 inch bore and a 4 3/4 inch stroke, the power plant of the New "70" Six develops greater power per cubic inch of piston displacement, throughout its complete range, than any other stock American motor-car engine.

Speed capacity is in excess of 60 miles an hour. Its acceleration is startling in its accomplishment. Its power on hills is a revelation.

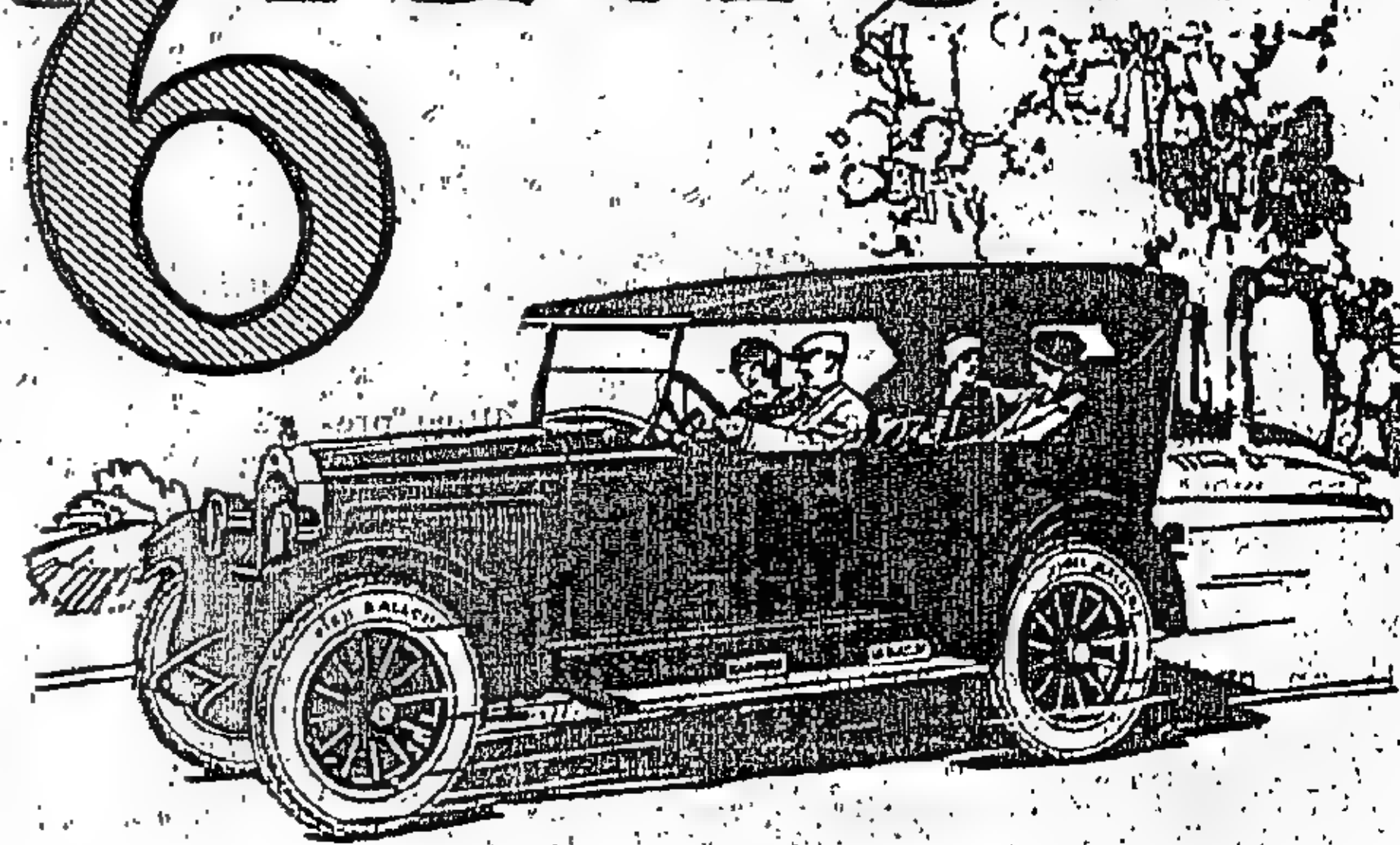
Revolutionary Results

In speed and power the New "70" Willys-Knight literally out-performs all other stock cars of comparable size. It combines the Knight sleeve-valve engine in its utmost perfection, with the finest and best achievements of brilliant engineers on both sides of the Atlantic. This car presents an unparalleled engine efficiency, a super-efficiency possible of attainment only in the Knight type of engine. It has a long, true effect, with moderate actual length. Here, too, is an economy of weight never before achieved in a motor car of its type.

Full Particulars from:

THE UNIVERSAL AUTO SUPPLY CO.

61, Des Voeux Road, Central.



Other Distinctive Features

Absolutely positive mechanical four-wheel brakes—the perfected braking system of the most advanced cars of Europe and America—a system regarded by the best engineering practice as the most dependable and most nearly infallible of all brakes.

A new conception of road-stability—Scientific engineering has developed for this car a particularly low center of gravity which produces a truly remarkable road stability. At all speeds you are impressed by its perfectly stable equilibrium, and a complete absence of all road shocks. Driving, you enjoy a continuously agreeable feeling of solidity. Riding,

yours is a comforting sense of security such as you have rarely experienced in any car.

The easiest of all steering—The steering facility of this phenomenal car is literally amazing. Eight Timken bearings cradle the steering mechanism with the utmost absence of friction.

A remarkably beautiful body—For style and smartness, inside and out, this fine car is unrivalled by any other automobile of its class. The interior has been designed with such scientific exactness that all waste space common to other cars has been eliminated. While compact to the last degree, this new and advanced "70" Willys-Knight Six is revolutionary in its roominess and comfort.

FIAT

The Car of International Reputation.

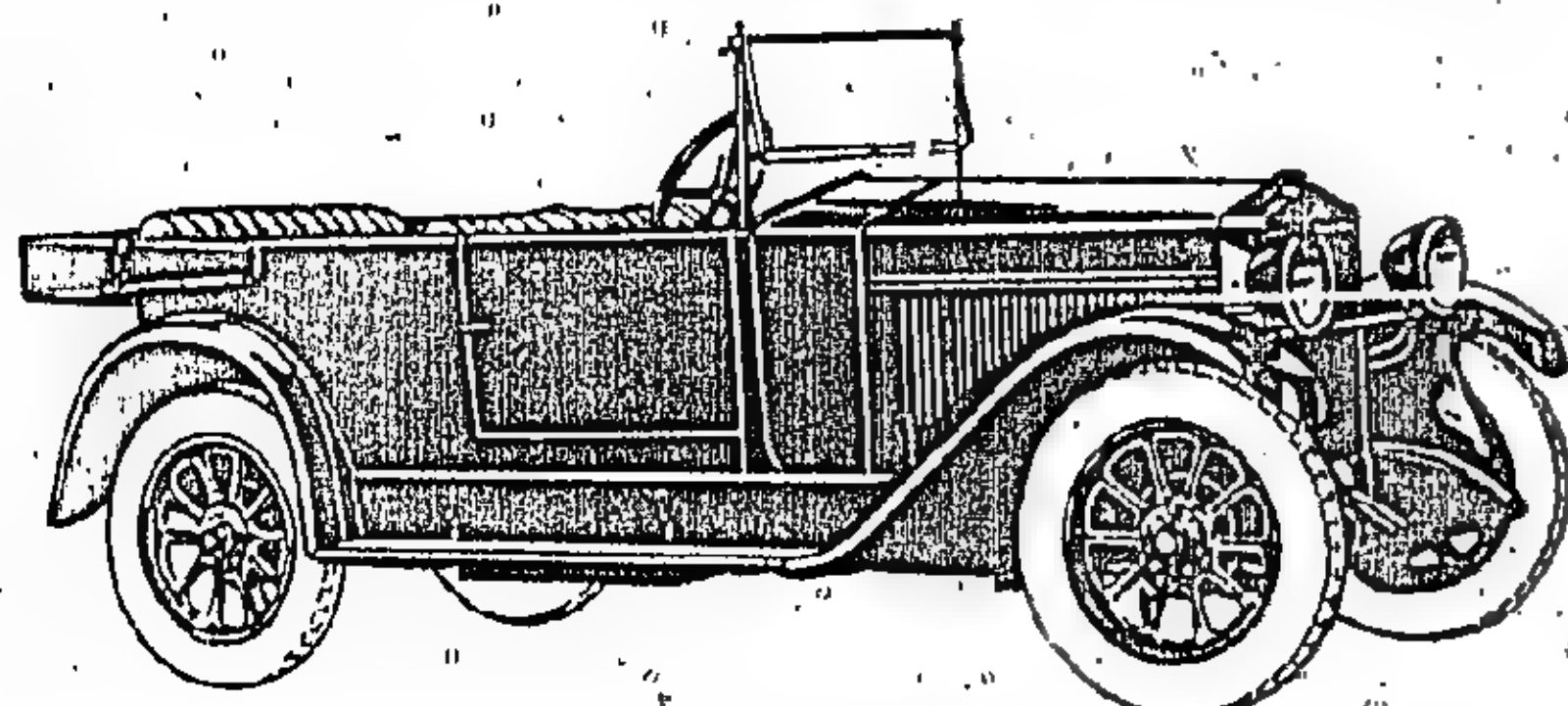
The Sensation of the Motoring World

7 h.p. Torpedo

will carry four persons anywhere.

The 7 h.p. model worthily upholds Fiat reputation for design, materials, and has been aptly termed *A BIG CAR IN MINIATURE*.

FIAT 509



Agents for—HONGKONG & CAN'TON

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SECOND-HAND CARS

"YOU CAN'T JUDGE A SAUSAGE BY THE SKIN."

(BY MAJOR G. G. WALSH IN
Indian and Eastern Motors.)

There is no doubt that the average man who contemplates the purchase of a second-hand car is guided, to a very large extent, by the general appearance of his prospective purchase. Vanity is the root of the trouble. Anxiety to possess a smart looking car goads him on.

Unfortunately, there is no one handy to restrain him. The words "no one" should perhaps be followed by "disinterested in the sale, but interested in the purchase." The need of an adviser who will run a careful hand over the car, feel its pulse, examine its tongue and sound its lungs, is becoming more apparent every day. In short a friend to the purchaser, an enemy to the seller.

Now, what does one expect to find in a second-hand car?

Certainly a sound engine, a clean gear box, a quiet back axle assembly. Those are essentially the main points which require particular and exacting examination. It is not suggested that other parts of the car need be ignored. Far from it. But the three detailed are required to be as nearly as possible in their original condition. It cannot be expected that a car which has run say 10,000 miles will have its three main parts so good as to be indistinguishable from its newly born brother. But they should be good for many miles yet.

"Now Mr. Planter, let us have a look at the advertisements in your Dak edition of the 'Diplomat.' You have your commission on last year's working, and you have made up your mind that hacking from your bungalow to the club, or relying on a pal for a lift, is unsatisfactory. And also, you would like to play polo, but by the time you have hacked in, your plug is not fit for much. Here you are then, how does this 'X.Y.Z.' strike you? He is asking Rs. 3,000 or nearest offers. He'll take 2,500 for it. However, we will have a look at it. Right! Tell him to make an appointment." So an appointment is made. On the way to the rendezvous, repeat "admission" the sub-heading of this article. And, on arrival at the garage, resist all invitations, to "look at the bus from a distance." Just go straight to it and begin your examination, methodically. Remember, this is a business transaction, pure and simple. Supply and demand. An investment! And therefore, you should take as much pains to ascertain that you may reasonably expect to receive the same adequate return for your money as if you were investing your commission in shares in some company.

So now, make a start with the radiator. An important item, for on this depends the supply of cooled water to your engine. Look at the lower part of the radiator where it is attached to the frame. Are there any signs of rust there? Is there any water dripping on the ground? No—that looks O.K. Now, what about the top of the radiator. Are there any signs of rust round it? If so, this points to an engine that is given to overheating and consequent boiling over of water. If that part is clean, well and good, but bear in mind that the cooling must be looked to later on, after your trial run. Now, let us open the bonnet. Here is much food for thought. Engine, magneto, carburettor, vacuum tank, generator, steering gear. All these require examination.

Let us take the engine itself first. Move round to the front of the engine and turn the starting handle. Move it slowly so as to get some idea if the compression is even or fairly so in all cylinders. If you are satisfied on that point, switch the current on and swing the handle to start the engine. You may not have the knack of doing this and so it is as well to get the cleaner to do it. You may be sure that he will not waste much time over it. If it starts up easily all well and good. That will help you in shortening your examination of two other essential parts under the bonnet, the ignition system and carburettor.

It should be remarked here that when examining the radiator particular attention should be paid to the temperature of the radiator on your arrival. If there

is anything to conceal, the engine will have been given a good run to warm it up and so facilitate the starting. If the radiator is warm, then the carburettor will have to be carefully examined. If the radiator is cold and the engine starts off easily, there is not much wrong. But perhaps the cleaner will want to flood the carburettor before swinging the handle. He knows if anyone does, how to ensure easy starting. This gives you a pointer. Well, let us assume the engine has started and ticks over evenly. You must now be on the look out for noises in the engine itself. Main bearings, big end bearings and gudgeon pin bearings, all have a happy little way of developing knocks, and mighty hard it is for the uninitiated to spot them.

Again, let us assume that we only hear a gentle tick. Stop the engine at once and open the drain cock of the crank chamber to see if the oil is not on the thick side. If it appears too thick ask what grade of oil is generally used. Assuming that you know something about lubricating oils you will be able to judge if the oil in the chamber is of the grade which is supposed to be in use. Again, let us assume that there is no skeleton in the cupboard. It is just as well at this stage of the proceedings to take out one or two of the plugs. Look out for carbon deposit, or if this is absent, satisfy yourself that there are no signs of recent cleaning. If there is only a slight deposit you need not worry much. Make sure that there is not an excessive escape of oil past the piston rings. To test this put a finger into the sparking plug holes.

You can often feel the carbon or your finger may come out oily.

Your test of the compression if uneven, will warn you that there may be something to be watched in this part of the engine. If you find new plugs and new terminals have been fitted, it would not be amiss to enquire casually why it was necessary to do this.

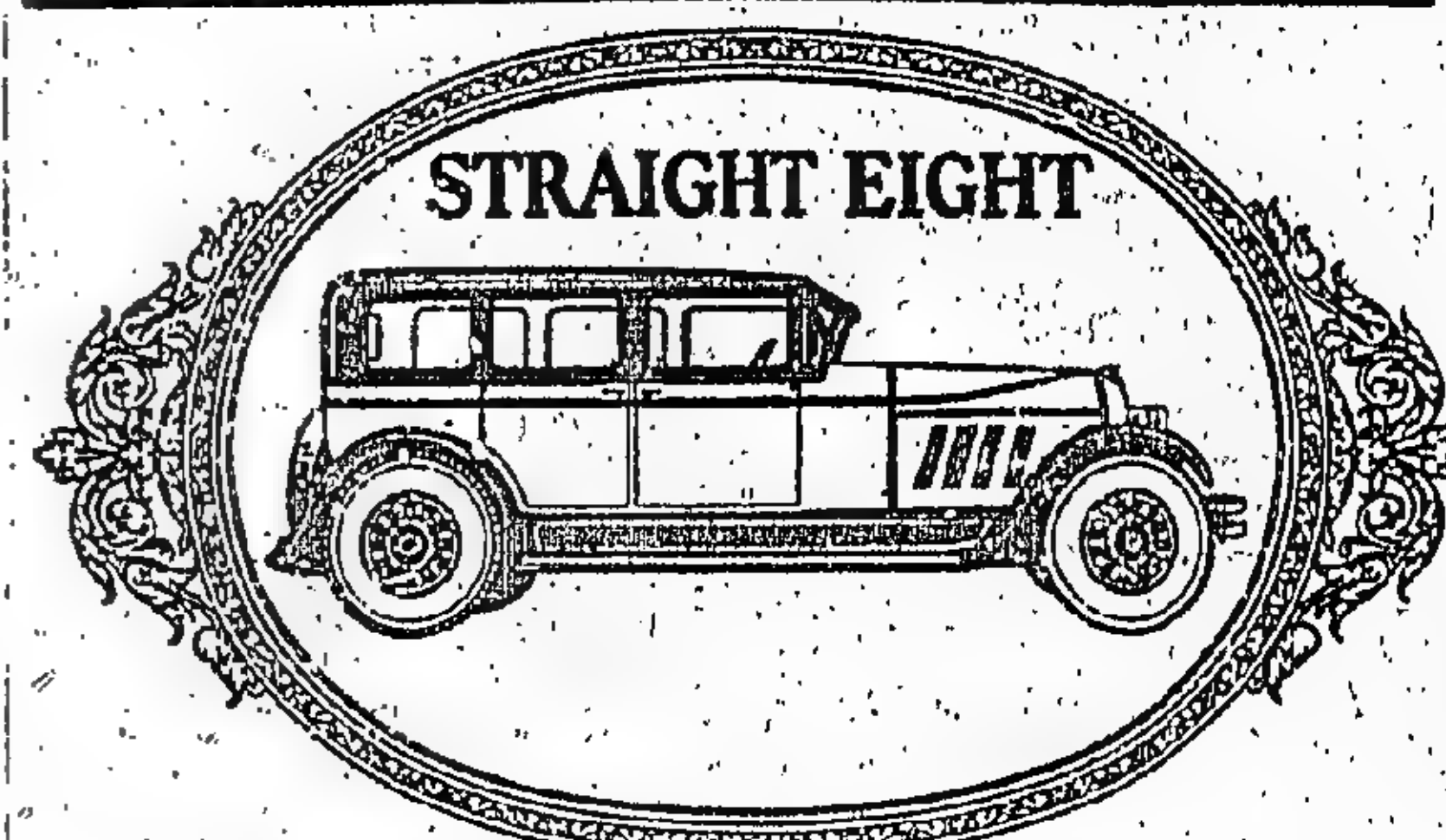
At this point it might be as well to look at the magneto and to pay particular attention to the nuts and bolts by which it is fixed. If these show signs of frequent application of a spanner, there is a reason for it. The owner has evidently had recurring trouble with it, necessitating its removal. A casual question as to what has been the trouble may bring out the correct reply. It is a very reliable piece of electric machinery, taken all round, but when it goes wrong it can be the very devil.

PUNCTURE-PROOF TYRE

A boon to motorists is planned by Frank Norman, Jefferson City, who has taken a patent on a puncture-proof tyre. The outside rim of the tyre is made of hard rubber and inside, it cushion-like to provide resiliency.

AUTO CONVEYANCE

The passenger-carrying capacity of the private passenger automobiles of the country is about 30 times that of the railroads when expressed in passenger miles, according to Thomas H. MacDonald, chief of the United States bureau of public roads.



AUBURN

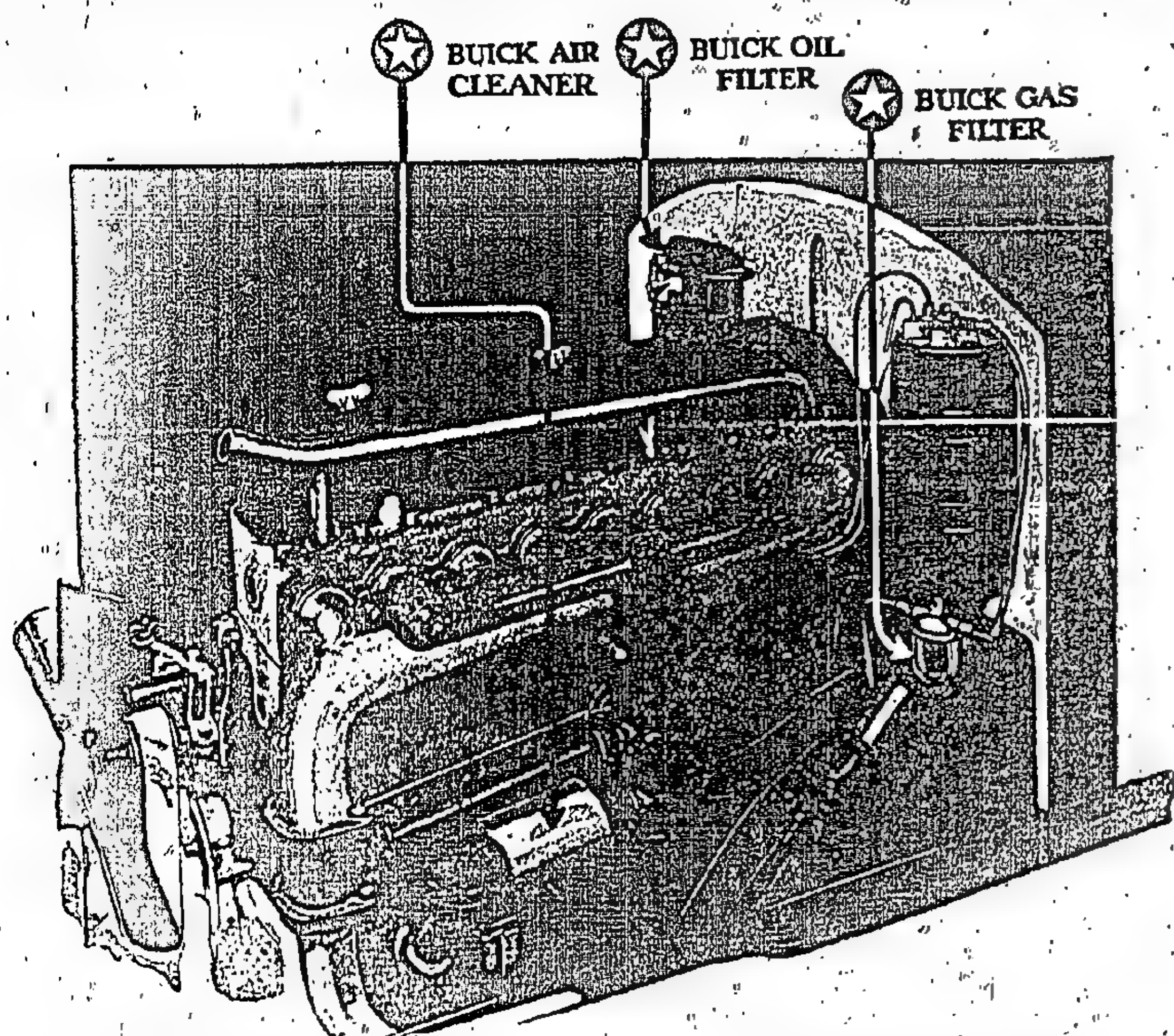
Durability To the careful, the factor of durability in a car is of vast importance. Demand the car that will withstand day by day the hardest usage and keep most running. Things are done and cars are taken at Auburn factories to insure better performance and longer life than any other manufacturer does. It is its unusual sturdiness that transforms the purchase of an Auburn into a long paying investment. Drive it—compare it—if the Auburn does not sell itself you will not be asked to buy.

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Full Particulars from:—
The UNIVERSAL AUTO SUPPLY Co.
61, Des Voeux Road, Central.



"Triple Sealed"~to protect the performance of Buick's famous Engine

IN THE Better Buick you will find the most important motor car improvement in recent years, the "Triple Sealed" Valve-in-Head engine.

Dirt inside an engine destroys efficiency. It grinds away at cylinder walls and bearings, causing looseness and vibration. Buick's "Triple Seal" (air cleaner,

oil filter and gasoline filter) prevents this—halts dirt and grit at every possible point of entry. And now the "Triple Sealed" engine further protects Buick performance from the desecrating grit of the road. No other car, regardless of price, so completely safeguards its performance. For more efficient service, for finer transportation at lower cost, buy a Buick.

The Hongkong and Kowloon
Taxicab Company, Limited.

3335, Des Voeux Road Tel. C. 1030.

the Better Buick

The Master Tyre of Master Builders

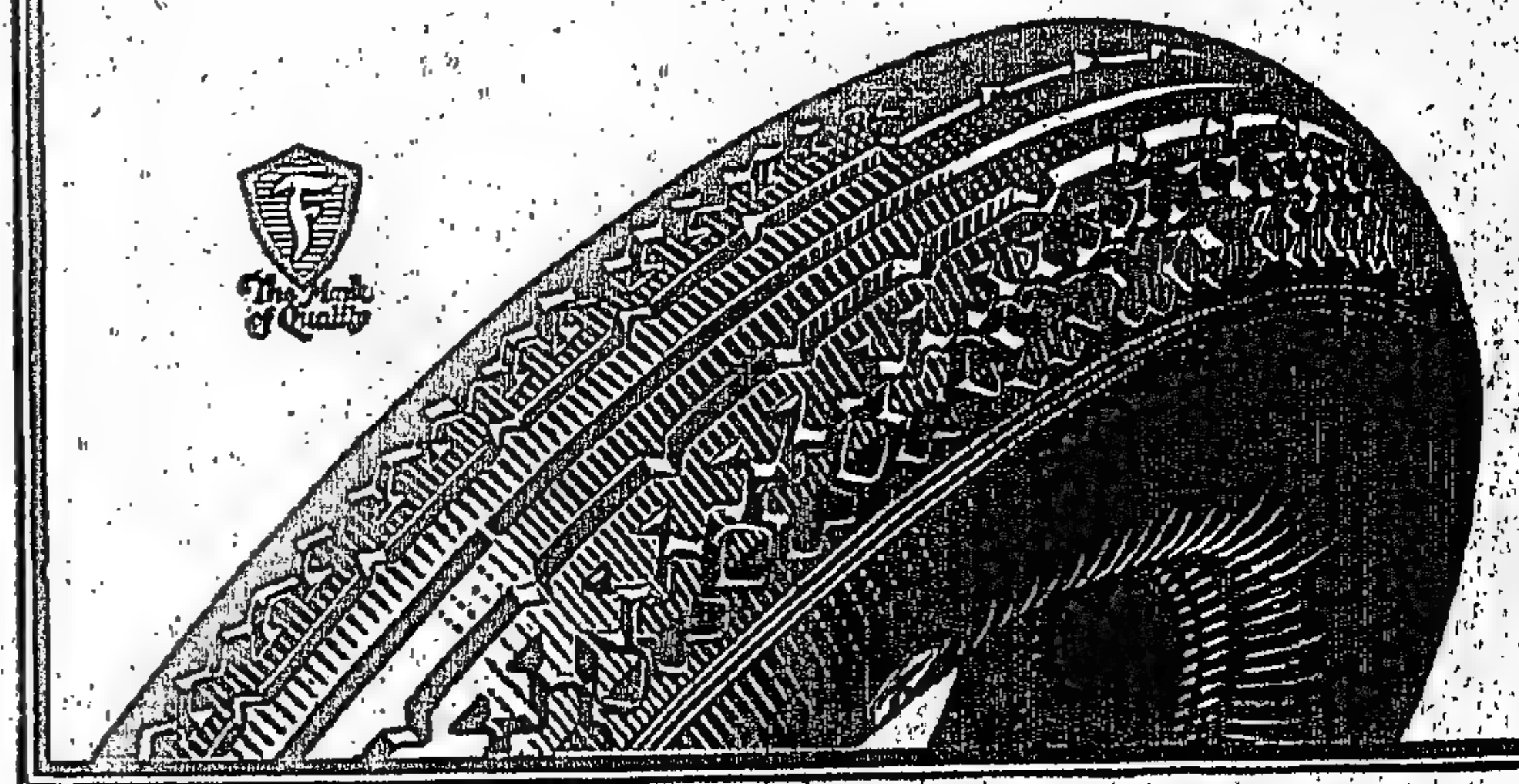
Since the beginning of the automotive industry Firestone has pioneered and developed tyres. The Full-Size Gum-Dipped Balloon is the Firestone masterpiece—a stroke of master-building.

And it is only natural that—because of many exclusive methods and processes—Firestone Balloons do also tyre.

Mileage—Safety—Economy

The Firestone extra process of Gum-Dipping is the only known method that saturates and coats every fibre of every cord with a frictionless protective covering of rubber, giving greater strength and flexibility to the cords.

Equip your car now. The cost is low.



THE DRAGON MOTOR CAR CO., LTD.
33, WONG NEI CHUNG ROAD, HAPPY VALLEY TEL. C. 1246 or 1247.

MOST MILES PER DOLLAR

Firestone

FULL-SIZE GUM-DIPPED BALLOONS

THE NEW REGIMENT.

COLONEL COMYN'S FINE CAREER.

Since it was first notified that the 2nd Battalion of the King's Own Scottish Borderers were coming to Hongkong, there has been a change in the command of the Battalion, the present Commanding Officer being Lieut.-Col. L. J. Comyn, C.M.G., D.S.O.

Colonel Comyn, who is a son of the late Mr. Andrew Nugent Comyn, of Ballinderry, Co. Galway, Ireland, was educated at Clongowes Wood College and Dublin University. He joined the Connaught Rangers in 1899, became Lieutenant in 1900, Captain in 1906, Major in 1915, and Lt. Lieut.-Col. in 1917. He was D. A. G. of the 14th Division from September, 1914, to October, 1915, and A. A. and Q. M. G. of the 36th (Ulster) Division from the latter year until 1917, being also A. A. G. at the War Office in October of 1917. For his services in the war, he was mentioned in despatches four times, given the D.S.O. and also honoured with the C.M.G. decoration. He was married in 1914 to Miss Mary Esther de Courcy Duff, of Riversdale, Co. Dublin, and there is one son and one daughter.

When the Battalion came ashore yesterday afternoon, Colonel Comyn inspected the Guard of Honour from the Scottish Company of the Volunteer Defence Corps, and, after passing through the ranks of the detachment, said that his Regiment felt very highly honoured in that the Scottish Company of the Hongkong Volunteers had turned out to welcome them to the Colony. They realized that the detachment were all busy men and that they had been waiting a long time for the ship to arrive in port. That, of course, was to be regretted. He, personally, felt sorry to have kept them so long, but it could not be helped. He assured them that the Regiment regarded it as a great honour, and he hoped it was but the beginning of much intercourse between the Regiment and the Scottish Company of the Hongkong Volunteers.

Captain Logan briefly replied, saying that his Company had come to welcome the King's Own Scottish Borderers to Hongkong, and they one and all highly appreciated Colonel Comyn's sentiments. He, too, hoped that the two units would see much of each other in the future.

A reader asks me if I can tell him what are the Seven Wonders of the World. I am happy to say he has come to the right man. The first is the fortitude with which we bear the income tax. The other six are Mixed Grill.

MIXED GRILL

A Merry Miscellany

Ashley Sterne

Very absorbing indeed have I found the experiences of those people who, in one of our prominent dailies, have been telling us all about their pre-existence on this earth. One man claims to have been re-incarnated four times, but on each occasion as a human being. Old Professor Barnum Crumplett, however, can go one better than this, for in the current number of "Science-Burbles" he claims to have been re-born four times in different stages of evolution. He distinctly remembers, he states, first existing as a tomato in the Garden of Eden. At his second time on earth he featured as one of the two giraffes which Noah took into the Ark. He vividly recalls the disembarkation on Mount Ararat, because he tripped over the porcupines and bumped his forehead against the glacier. His third appearance, some thousands of years later, was as a baboon. He was captured in a Congo forest while still a baboon-in-arms, brought to England and subsequently exhibited as the Missing Link in a travelling menagerie. He died, for the third time, from indigestion brought on by eating



an umbrella which he had snatched from the hands of a too inquisitive spectator. Ill-natured rivals in the scientific world have been heard to say that they don't see much difference between the Professors third reincarnation and his fourth.

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CORRESPONDENCE.

Should Plumbers Perspire?

Sir,—As I have never yet had the pleasure of seeing a plumber, though I have sent many an urgent summons for one in the course of my life, I must absolutely decline to express any opinion whatsoever as to whether he is a fit and proper person to be entrusted with the priceless privilege of perspiring.—Yours with brass taps, Anathasius Bilgewater, D. Sc. (Lon., Edin., Oxon., and Dub.)

Geehrter Herr,—Ja. Warum der Teufel nicht? Hochachtungsvoll. Linnaeus Leberwurst (Schinkel-brod).

Sir,—As an aid to indigestion I know of nothing better than the act of perspiring, and plumbers would benefit in health if, after their dinner (which in England I understand, lasts from 12 to 5), they were to perspire freely but quietly for a couple of hours instead of rushing back to work with that frenzied zeal which is so characteristic of members of the plumbing profession.—Yours euepnetically, Bulkley Stodger M. D. (Yell University, Connecticutussets.)

Disreputable Sir,—As Father of the plumstead Plumber's Chapel I vehemently deprecate any discussion on the question you have most in-judiciously elected to raise. England is a free country (within licensed hours), and the individual liberty of action for which our forefathers so heroically leaked and sometimes burst is as much the birthright of the plumber as of any other member of the proletariat. In the circumstances, I see no alternative but to declare this correspondence now closed.—Yours, with putty, Gasket Turn-blank.

Never mind! Another splendid discussion next week on the ab-

The Court Martial's sentence of six months' imprisonment on Guardsman Francis Mostyn, 1st Irish Guards, for chasing a sergeant-major with a rifle and bayonet, was announced at Aldershot.

At Yokohama Wharf an explosion took place on board the tanker Koyo Maru. Four men were killed, 17 seriously injured, and six were missing.

soothing question: Do Hailbutts Make Good Husbands?

BILLY SEASON LOVE LYRICS.

Have you forgotten the day we first met, love? (Let me see—where was it? Ah, at Horno Bay!) 'Twas raining in torrents, and you were all wet, love! You stayed with damp clothes on the rest of the day.

Have you forgotten the dawn of our love, love? It happened one day as we bathed in the brine. I playfully splashed you: you gave me a shove, love! And by that same token I know you were mine!

Have you forgotten that brief, blissful love, When we reclined every day on the strand? I would drop seaweed upon your fair cheek, love, And down my neck you'd cram handfuls of sand.

Have you forgotten the last sad adieu, love, When you went off by the ten-thirty-yeon? How we declared that we'd ever be true love? Have you forgotten? Well, I have, thank Heaven!

DISTINGUISHED INVALIDS.

The Duchess of Lower Edmonton is confined to her room with a chill; thought to have been contracted while walking too near an ice-cream barrow.

No improvement has taken place in the condition of the wealthy nonagenarian peer, Lord Dyehards. His heir, the Hon. Spendiford Thrydite, says the old gentleman is still hale and hearty.

Lord Caudle passed a troubled and restless night. Lady Caudle unexpectedly arrived home from Deauville yesterday afternoon.

The Hon. Mrs. Ugleigh-Mugford is now convalescent after her prolonged bout of paddler's ankle which she contracted while attempting to bathe during low-tide at Southend.

Mr. Soakley Binger, who was seized with a severe attack of hiccups shortly before closing-time last night, was later reported by the Bow Street Police surgeon to have made a partial recovery.

Lady Bluebottle is reported to be slightly better, but as nobody seems to know she is ill it doesn't matter very much.

It's come at last, this wireless television business, and I see it is announced that the Post Office is now prepared to issue licences for the installation of the necessary equipment. Of course, at the outset, only certain pre-arranged "features" will be broadcast, but my fear is for the future rather than for the feature. Sooner or later somebody will invent automatic televisionscopes, or whatever they're called, on the same principle as the automatic telephone, and possession of these instruments will be able to televisualise any blessed thing they want to—and then Heaven help the sailors! Hubby will ring up from the office to say he's awfully sorry he won't be in to dinner, but he'd quite forgotten it was quarterly night, or stock-taking, or any other familiar old yarn, and he won't be home till morning. About eleven p.m. his suspicious spouse will televisualise the office and see it closed; after which she will obviously get on to all the dance-clubs in quick succession until she

the inhabitants of those regions are always ready to believe in the supernatural. A village has just been reported in which there is a sorceress with a great reputation for curing diseases of the liver. Her method of diagnosis is at least ingenious. The patient takes off his shoes and socks and lies on his back. It is pointed out to him that as he looks at his toes one is higher than the other, which is proof of disease. After a day's massage he is persuaded that they are of the same height, which is proof of cure! A Spanish fortune-teller who descended upon Biarritz to take advantage of the local gullibility was less successful, but then he was a mere man. He asked a lady to whisper her age, and gallantly replied, "Well, you certainly do not look it," which the husband resented as a familiarity. Next day he corrected his formula to "You certainly look it," and the husband knocked him down. He has now retreated beyond the frontier.

It is reported from Sydney that Mr. J. J. Garvan, chairman of the board of governors of the Commonwealth Bank of Australia, has resigned.

Pyreneus Cures. It is not a mere coincidence that Lourdes is in the Pyrenees, for

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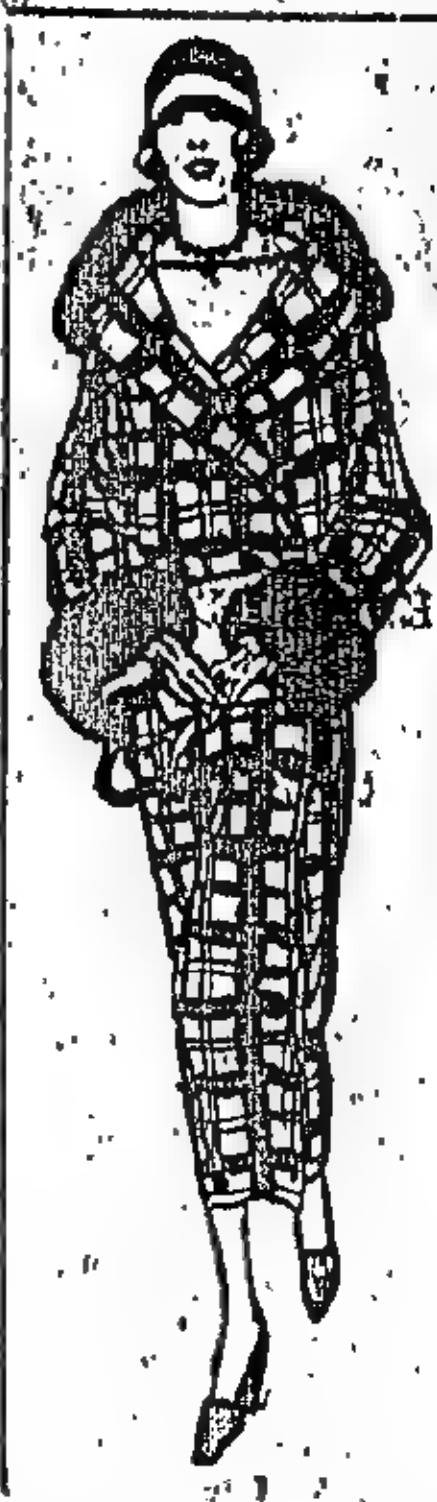
PARIS ITEMS.

A RIVAL TO DOMREMY.

The village of Domremy has once more been celebrating the birth of Joan of Arc, but was she really born there at all? She certainly belonged to one or other of the villages in that little district of the Vosges, but to which? The inhabitants of Greux, a commune a few miles away from Domremy, claim her, and they quote a parish register in support of their claim, as well as royal decree, which exempted Greux from the taille and other taxes in consideration of the honour of having given birth to the national heroine. Domremy had no parish priest until the seventeenth century. Domremy even admits that Joan was probably baptised at Greux, but in view of the recent erection of an expensive statue in her honour, it can hardly be expected that Domremy will give her up.

Pyreneus Cures. It is not a mere coincidence that Lourdes is in the Pyrenees, for

the inhabitants of those regions are always ready to believe in the supernatural. A village has just been reported in which there is a sorceress with a great reputation for curing diseases of the liver. Her method of diagnosis is at least ingenious. The patient takes off his shoes and socks and lies on his back. It is pointed out to him that as he looks at his toes one is higher than the other, which is proof of disease. After a day's massage he is persuaded that they are of the same height, which is proof of cure! A Spanish fortune-teller who descended upon Biarritz to take advantage of the local gullibility was less successful, but then he was a mere man. He asked a lady to whisper her age, and gallantly replied, "Well, you certainly do not look it," which the husband resented as a familiarity. Next day he corrected his formula to "You certainly look it," and the husband knocked him down. He has now retreated beyond the frontier.



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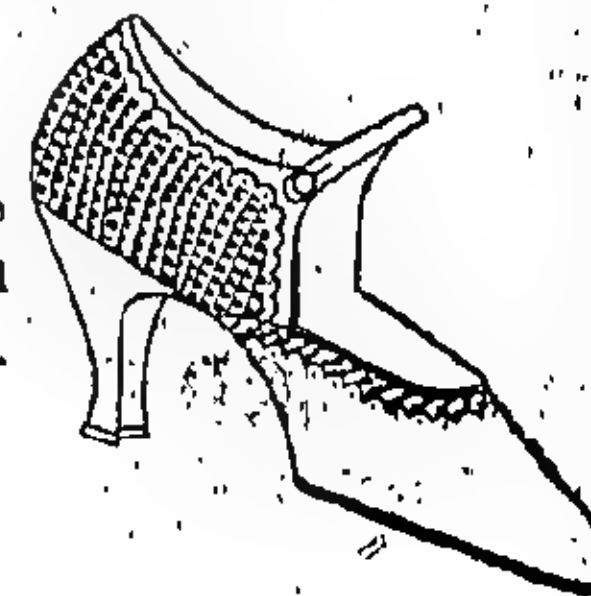
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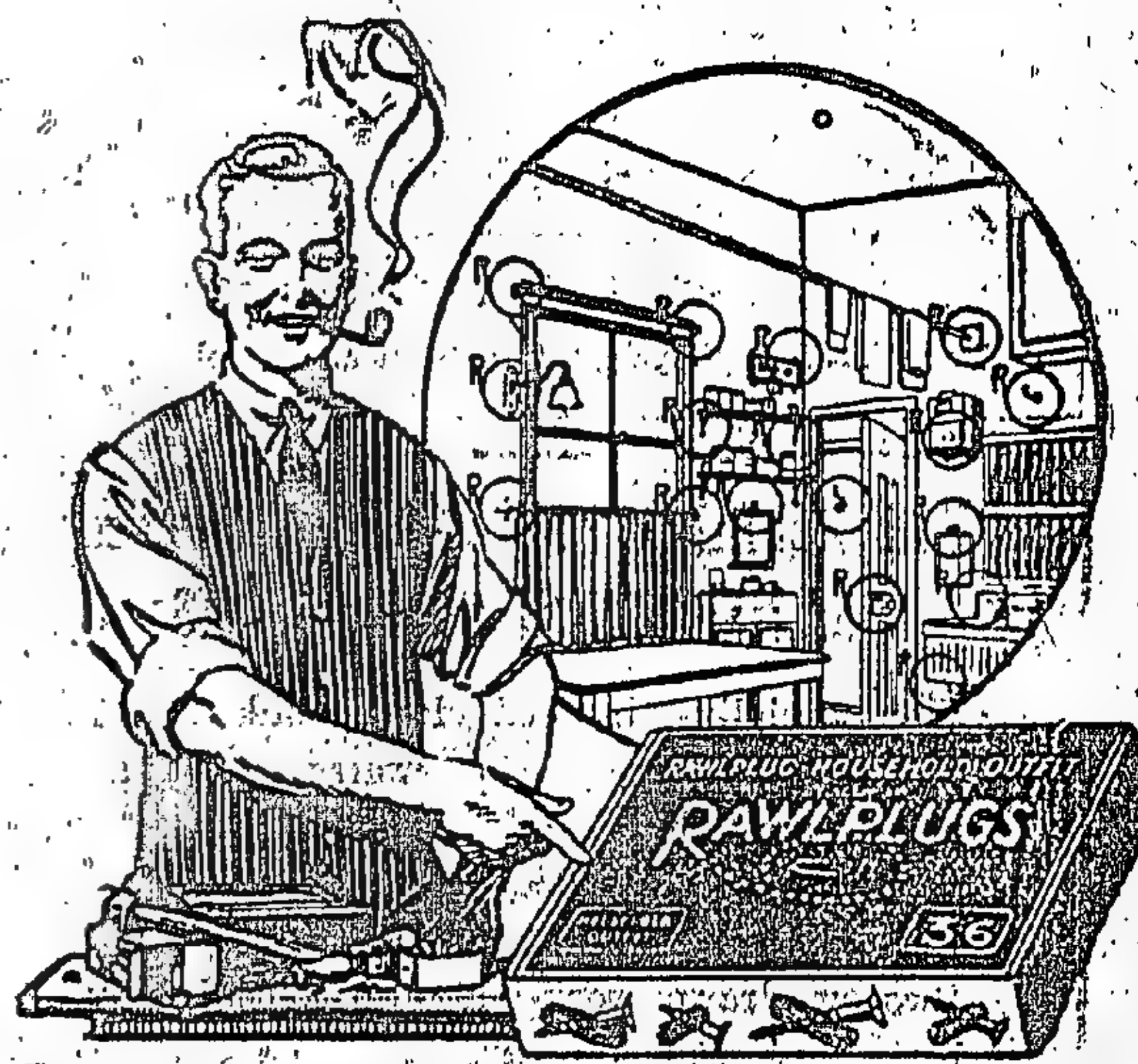
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HISTORY OF THE SHIP.

INTERESTING PAPER READ.

In line with its policy of securing authoritative discourses on subjects of general interest, the Institution of Engineers and Shipbuilders of Hongkong opened its winter season last evening, when a most interesting paper was read by Mr. J. S. Gillingham, M.I.N.A., M.B.E., a member of the Royal Corps of Naval Constructors, on "The Ship." Mr. J. Ormiston, the President of the Institution, was in the chair, and there was a gratifyingly large attendance, including a number of ladies.

The paper was of most interesting and informative character, being in the nature of a review of the development of the ship from the earliest times up to the present. All aspects of the question were fully and ably dealt with.

In concluding his remarks, Mr. Gillingham said that whatever may happen in the future as regards the evolution of other methods of transport, it is difficult to conceive any work of man which will render the ship no longer necessary. We of this generation have been born in an age when every sea is charted, when full and accurate knowledge of our world is obtainable at our own fireside, when after the long years of travail there is a genuine desire for peace and amity amongst the "civilized Nations"; but let it not be forgotten in all our musings and in all our self-congratulations, that all these benefits and advantages have been rendered possible by the development of that wonderful product of the human brain, the ship, which has carried such dauntless explorers as Da Gama, Magellan, Columbus, Cabot and Drake on their great ventures.

It is notified that the Wing Kee & Co. having lodged a statement of particulars pursuant to Section 3 of the Chinese Partnership Ordinance, 1911, have been registered as a Chinese partnership with the following registered partners:—Wong Kwong-tin and Leung Kam-kong.

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THE UNEMPLOYED**WOMEN RETURN TO DOMESTIC SERVICE.**

The Ministry of Labour's annual report for 1925 is mainly pre-occupied with one depressing tale of unemployment in that year and the measures that were taken for its relief. The reluctance of young women to become domestic servants was observed to be breaking down, it is stated, and large numbers were brought from industrial centres, where there was no chance of employment, to become maids in London.

The report contains more than one criticism of the slowness shown by a part of the great army of unemployed in seeking work.

The total number of registrations at Employments Exchanges during the year, including re-registrations, reached the huge total of 12,728,238, compared with 11,262,887 in 1924. Of this number 2,952,214 were women and 960,358 juveniles under eighteen. "Mining and quarrying" was the classification under which the highest number—1,635,730—registered; engineering came next with 992,791 and transport third with 760,099.

No Reasonable Effort.

During the year 620,500 applicants' claims about work benefit were examined, and disallowance ensued in 38,900 cases. One of the main grounds of disallowance for extended benefit claims was that the applicant was "not making reasonable effort to obtain employment suited to his capacities."

Of 1,480,820 vacancies notified to the Exchanges, 1,729,292 were filled. Of the women 31,492 were sent into resident and 35,893 into non-resident domestic service.

"Many important industrial undertakings," it is stated, "already engage all their manual workers, both skilled and unskilled through the local employment exchange," and employers are urged to make more use of this medium.

"The demand for resident domestic servants," observes the report, "still exceeds the supply, but the reluctance of young women to take such employment appears to be gradually breaking down."

Assisted Passages.

Through the agency of schemes brought to their attention by Juvenile Advisory Committees, 2,400 boys went overseas. By the end of the year 44,719 apprentices had been accepted under the interrupted apprenticeship scheme.

Applications for assisted passages to the Dominions numbered 56,676—Australia, 55,639; Canada, 832; and New Zealand, 475. Those granted numbered: "Australia, 11,688; Canada 134; and New Zealand, 125.

Explaining the conditions in which aliens are permitted to take up work in this country the report points out that foreigners must not be given employment that could be equally well done by British or foreign person already domiciled here. Most of the permits granted were for musicians and theatrical artists—1,816—and domestic servants and nurses, 1,540.

Doles Disallowed.

The number of claims referred to the Chief Insurance Officer during 1925 were 603,061, and of these the remarkable total of 442,051 were disallowed. Of these claims 140,593 were refused under the heading of "not genuinely seeking work," and 44,300 "refused suitable employment." "It was not infrequently found," the report declares, "that the rate of wages last received approximated closely to the rate of benefit, and there was evidence to some extent of either a weakened desire for employment or a holding out for work at a particular wage, or of a particular type."

The average weekly number drawing benefit during the year was 977,600, and the average weekly payment per head 18s. 2d., making the total amount paid out for the year £45,814,762.

COTTON RESTRICTIONS.**THE COOLIDGE COMMITTEE RECOMMENDATIONS.**

Raleigh, N. Carolina, Oct. 22. The Cotton Growers Co-operative Association has offered to co-operate with the State Bankers Association to form a million-dollar finance corporation as recommended by the Chairman of President Coolidge's cotton committee. The corporation will be capable of holding approximately 300,000 bales of cotton from the market. —*Reuters' American Service.*

FAREWELL DINNER.**CAPTAIN STURGES GUEST OF HONOUR.**

Capt. R. G. Sturges, of the Royal Marine Light Infantry, is leaving the Colony and Hongkong loses a popular sportsman. Capt. Sturges has been a familiar figure at the racetrack at Happy Valley and Fanling, and his ponies have well repaid their backers. He was the principal guest last night at a farewell dinner given by the Royal Marines Old Comrades' Association. The function took place at the Cafe Parisien where an excellent dinner was served under the personal supervision of the Manager, Mr. A. Landau.

The occasion was rendered more notable by the fact that Major E. Bamford, V.C., D.S.O., the Zeebrugge hero, was present.

The hosts included the following Old Marines—Messrs. S. J. Clarke, W. Blackman, J. W. Beattie, Pearce, O'Neill, Warden, Mc Fall, Baker, Gossett, Johnson, V. Blundell, P. Blundell, J. D. Mc Ewen, W. Ward, George, Simpson and C. E. Frith (Hon. Secretary of the Association).

In addition to Major Bamford and Capt. Sturges, the guests included Capt. Cornish, Capt. Spicer, Capt. Wildman-Lushington, Lieut. Day, Lieut. O. Cathcart-Jones, Lieut. Smythe and Lieut. Solette.

Felicitous speeches were made and toasts honoured, and a very pleasant evening was spent.

Mr. Frith, presiding, made a presentation of a silver travelling

AVIATION MISHAP.**PILOT'S SKILL AVERTS TRAGEDY.**

Rugby, October 22. Ten passengers, seven American, two British and one Greek, five being women, who were all saved from the air liner which came down in the Channel yesterday, owe their lives to the coolness and skill of the pilot, Captain Dismore. He kept complete control of the machine, and alighted on the tall in the water, thus causing it to keep afloat while signals he had sent out were bringing assistance. Directional wireless enabled his exact position to be fixed.

The passengers passed through the emergency exits in the cabin roof with their lifebelts, and were led to the tail of the machine, thus balancing the weight of the engines.

British fishing boats took off the passengers, pilot and mechanic, none suffering anything worse than a soaking. The aeroplane, with its contents, will probably be saved.

This machine is the first to be lost by the Imperial Airways since 1924. —*British Wireless.*

clock inscribed as follows: "Presented to Capt. R. G. Sturges, by the members of the R.M.O.C.A. (H.K. Unit and South China), October, 1926," and Capt. Sturges, in responding, proposed the future well-being of the Old Comrades Association.

THOSE SURTAXES.**CHINA'S GRADUAL TARIFF CHANGES.**

London, October 22. Opposition to revision of the so-called interim tariff in China is voiced by Sir Edwin Stockton in a letter to the Times.

He points out the more or less emergency nature of the tariff, and declares nobody is anxious to suggest an increase of duties, but Canton has practically imposed a duty, apparently with British consent, while Shantung is about to do so, and it is reported that every province will ultimately follow suit.

"We shall thus be compelled to recognise a state of affairs to which we might have given approval without being forced to recognise it."

He urges the Government to recognise the desirability of clearing up the issue, adding that it will be a sign of goodwill, and although it will not be anxious for further burdens it is bound to understand that those burdens to which we consent may be much less onerous than those we may be compelled to recognise. —*Reuters.*

The War Office announces that the outfit allowance for officers appointed to permanent commissions in the Household Cavalry and Foot Guards on or after April 1, 1928, will be reduced to £5 except in the case of officers promoted from the ranks, quartermasters and directors of music.

CAFE RESTAURANT PARISIEN**DINNER**

French Hors d'Oeuvre
Chicken Cream Soup
Sole Vin Blanc
Ham Cutlet & Green Peas
Chicken Sauté Marengo
Roast Fillet of Beef
and Cepes
Fried Potato Croquette
Artichoke Cream Sauce
Asparagus Salad
Glacé aux Marrons
Cheese
Assorted Fruits
Tea or Coffee.

Saturday,

23rd October, 1926.

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WOMEN'S INTERESTS

LACTOGEN
BABY

DO GENTLEMEN PREFER BLONDS?

THIS ONE THINKS THEY DON'T.



Flo Kennedy.

BY FLO KENNEDY.
Of the Ziegfeld Revue.

It's really a futile sort of question, no doubt—this question of whether blond or brunette beauty is more to be desired. It's one of those arguments that never will be settled.

However, I'm a brunette—a brunette for keeps—and I have my reasons.

At least one of them is a very practical reason. Every brunette knows it, and so does every blond. It's the fact a brunette doesn't have to shop herself half to death before she can find clothes that suit her complexion.

Watch a pronounced blond trying to select a new dress, and you'll see her almost suffer nervous prostration. This colour won't do—that colour won't do. It's dreadful!

Then a brunette comes along. Nine times out of ten she can "wear anything." Not having to worry so much about colour, she can select just the design and material she wants.

To a blond, sunshine is deadly. The poor things—how I sympathize with them every summer! Her hat inevitably must be large enough to shade her face. And if the season happens to call for small hats—well, there's just nothing to be done about it, that's all.

Of course there are all the old arguments about the "mysteriousness" of brunette beauty, and how alluring it is; of how you always know brunette beauty is genuine; whereas in the case of a blond you always have your suspicions.

Being a brunette never has been a handicap to me on the stage. So far as the stage's demand for type as distinguished from the demand for personalities is concerned, I believe the advantage to-day is all with the brunettes.

In any event, I'm a brunette for keeps. Both personally and professionally I'm thoroughly satisfied.

BOUDOIR LACE CAPS.

DECORATED WITH BIRDS.

A mannequin wearing a millinery creation of cream lace decorated with a huge green bird recently at a London show made onlookers gasp.

Boudoir caps have ceased to be the simple, eminently "of the bedroom affairs" which once they were, and are living up to their name by being real boudoir caps.

The modern woman frequently preserves her shingle by slipping on such a cap with her tea frock when receiving friends.

It seems likely that some women will also take to wearing house caps. In this they will merely be reviving yet another of the dress customs of their great grandmothers' days.

The bird-on-the-boudoir cap is only an example of the growing importance which is being given to birds by the fashion designers. Instead of just embroidering bird designs upon clothes, real specimens are now mounted and fixed as decorative details. A new model evening dress had a flight of little blue birds on the skirt instead of flower trails.

VELVET SUITS.

IN SAMPLE STYLES.

The three-piece velvet suit is one of the season's fancies. As a general rule the skirts are tight and the coats are fashioned to correspond. This simplicity in style is counterbalanced, however, by the ornamentation, and suits are seen completely covered with fine machine-stitching, the skirts being given as heavy an adornment as the coat.

Fur collars are the rule, but cuffs and the hem-line are usually left unadorned. A fascinating design of tabac velvet was collared with lynx and worn over an orange chiffon jumper. A plum-coloured affair, treated to diagonal darts of machine stitching, had a duck's egg coloured crepe tunic.

THIS ONE THINKS THEY DO.

BY CLAIRE LUCE,
(Dancing Star of Ziegfeld Revue)

I'm a blond and proud of it. If nature had wished raven or auburn tresses on me, I'd be making the most of it. As it is, I think I've the best of the bargain.

My blond hair has caused me to be noticed from the day when I occupied the back row of a musical comedy chorus to the present time, when I am more fortunately counted among the principals of the Ziegfeld Revue.

Two years ago I joined the chorus of "Little Jesse James." There were eight of us in the ensemble and I was the only blond. Quite naturally, when the stage director lined us up to select four specialty dances, he chose one with black hair, one with brown, one red-haired miss and myself. That selection gave me my first real start. From the moment I knew I was to occupy the centre of the stage all myself, I devoted my entire spare time to perfecting difficult acrobatic steps.

Being blond, I came to the attention of the Sam Harris management and was given the part of solo dancer in the Music Box Revue. Last year, when I went abroad, I was offered a leading role at the Casino de Paris, where Mistinguett had been entertaining for years. Again my fair hair stood me in good stead. While I worked hard and created several spectacular numbers, I honestly believe that had I been a dancer with drab coloured hair instead of corn coloured, my stage career would have had a different story. As it happened, the day after the revue opened every editor commented on the "blond" girl whose dancing had pleased them. Several weeks later Mlle. Mistinguett left the cast and I replaced her.

Naturally just being blond won't get you there unless you have something to offer. You've got to work twice as hard after the spotlight has been turned upon you, for the



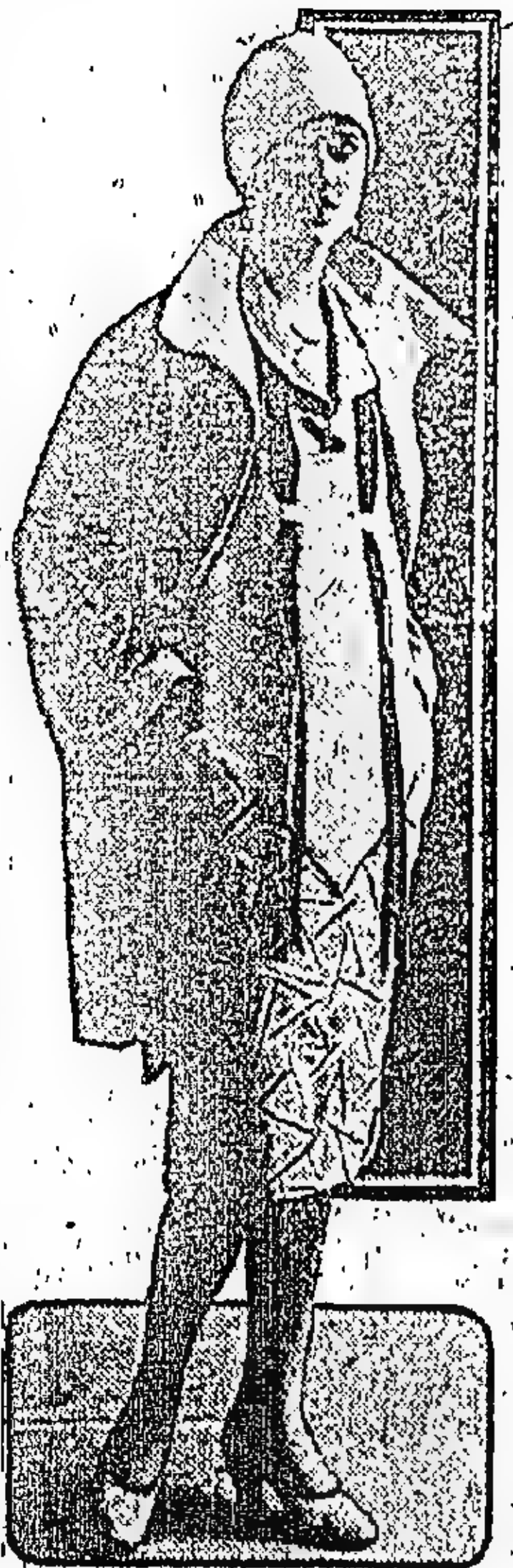
Claire Luce.

finest flaw is magnified into a glaring fault. At the same time I think the stage has been unusually kind to blond dancers and musicians.

comedy stars. Oh it's not such a sad life, this being a blond! The gentlemen, after all, prefer us, you know.

NOTES FROM PARIS.

The smart little velvet coat or coat-tee has survived its summer craze, and is being shown with morning dresses of crepe or fine cloth. The coat follows as closely as possible the cut of a gentleman's dinner jacket, but with wide cuffs and deep pockets. Invariably they appear in a darker or totally different shade to the accompanying garment.



Beige wool with figured coat.

A frock was trimmed with extravagant loops of fringe falling from the shoulder, down the side and so to the hem; the loops were as thin as silk and fashioned of the material itself.

Pouch pockets were seen on a straight frock favoured by dress-makers. The larger the pockets on the new frocks and the more untidy they seem to be, the more they are admired. Quite often if the dress is of cloth the pocket is of velvet.

Scarves outlined with fringe are an evening fancy, and to show them to their best advantage they are very narrow, and attached in some manner to the skirt. By winding round the throat they give the effect of a fringe bolero; otherwise they should be twisted round the wrist.

A new use has been found for the grosgrain ribbon which is so popular for millinery just now—it forms the eye-shades worn by really serious tennis players, all of bright colours, but the lowest, which actually shades the eyes, is generally of green. Another tennis novelty is sandaled ribbon or shoe lace is drawn and tied round the ankle.

A charming dance or dinner dress is of simple basque lined, with a black lace bodice and a skirt composed of richly coloured flowered chiffon, set on a yoke of the same lace.

High crowned hats and tam of shanters are growing so popular that conservative houses are predicting their early decline. The early models have been copied in such cheap materials that the types are no longer distinctive.

For the young girl, no dance frock is more appealing than one of flesh-coloured chiffon, trimmed with pearls or crystal beads.

MR. ZIEGFELD WAS RIGHT. IT SEEMS



Flo Ziegfeld said "Gentlemen prefer brunettes," so the Pittsburgh Press conducted a blond-brunette-auburn tournament in Pittsburgh. Twelve hundred girls entered, and a brunette won. "Here she is—Peggy Bozza, 18, daughter of a coal miner, a 'little mother' to eight children, because her own mother is dead."

THIS WEEK'S RECIPE.

BERRY SNOW CREAM.

This may be made with any ripe berries, such as loganberries, red or black currants, mulberries,

elderberries. Put a pint of the stalked, washed fruit into a pan with 4ozs. of caster sugar and the juice of a lemon. Simmer until the fruit is soft, then put it into

a glass dish. When cold, pile over a meringue made with the stiffly whipped whites of two eggs mixed with a gill of whipped cream, a little sugar and vanilla essence.

AFTERNOON FROCKS.

NOVEL TOUCHES.

An attractive short necklace to wear with a very sheer dress, or even with a more formal afternoon frock, is made of fine chains scarcely heavier than a thread. Usually a dozen or more are used and after lipstick holder are employed, and they are attached to a very ornate clasp, which may be had with jeweled settings if desired. Bracelets to match carry out the idea even to the clasp.

The earrings are of pendant inspiration, having a tassel of the fine chains in place of rings or loops. The fastenings match the clasps on the bracelets and necklace.

COAT FROCKS.

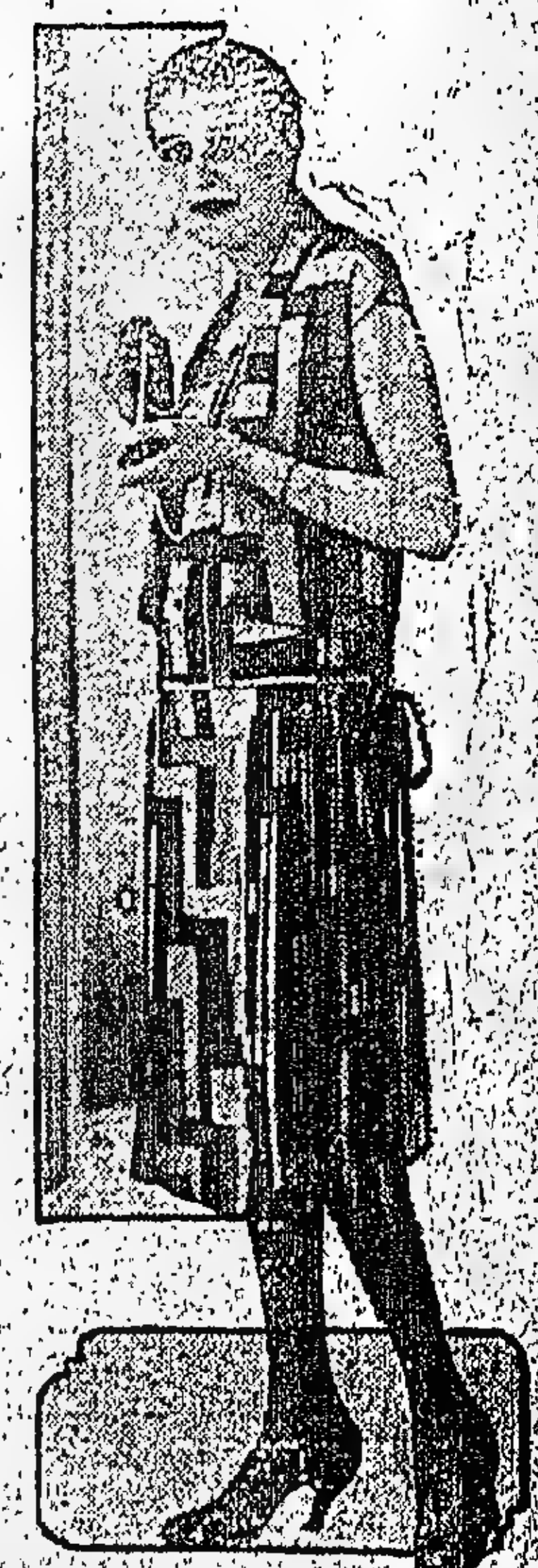
TIES AND COLLARS.

Redingotes and coat-frocks for the autumn are being made on very straight lines. There is sometimes the suggestion of a three-piece with an open front, showing a simulated waistcoat and skirt; and others are tailored on spare lines, with long pointed bodices filled in with coloured faced cloth (when the frock is made of this material), or velvet or fancy silk.

Tricotine, charmelaine, faced cloth, velvet cloth, and some of the new light woollen fancy are the materials and the use of two colours is more noticeable than before. A new velvet, of a plaid design, has a waistcoat of tan cloth; a black ribbed faced cloth has a vest of white corded silk and a row of black tailor buttons from under the arm down each side and also from the vest in front.

With these coat-frocks there will be a return to fur ties and to larger fur scarves. Already the smaller silver fox is worn instead of the small fur "choker," and the fur tie—always a graceful and becoming finish to autumn dress—will be common in the coming months.

This fashion will be followed by larger collars on autumn fur-trimmed or fur-lined coats and fur coats. There is nothing definite in the shape of these collars, but they are full and high. Some will be rolled high all round, others will be supplemented with long rolls in front or long revers of fur. On some coats a natural fox skin will be the collar; thus, a grey Persian lamb coat has a platinum fox skin collar, and a bloused coat a big fox collar.



Printed silk of blue and white.

01026 BY NEA SERVICE 10-3-26

CAUSE I WANT A
LIFE SIZE PICTURE
OF THIS WHALE

APPLES
3 FOR 5¢
EACH
TAKE - ONE
" - LOTS
" - TWO

BROOMS
2¢
WITH
HANDLES
35¢

I'D
"BETTER
HURRY-
TA! TRAIN
LEAVES IN
HALF AN
" HOUR

OH BOY—
JUST
GOT IT

TICKETS

YESSIR —
YOU'VE GOT
LOWER #8,
HAVEN'T YOU?

SAY, BROTHER - I OVERHEARD YOU'VE GOT LOWER BERTH #8 - I'VE GOT MY POOR OLD MOTHER HERE WITH ME, AND TH' BEST WE COULD GET FOR HER WAS UPPER 8 -

WOULD YOU MIND LETTING HER HAVE YOUR LOWER 8, AND YOU TAKE HER UPPER #8 - SHE'S SO FEEBLE, AND WILL HAVE A HARD TIME CLIMBING INTO AN UPPER BERTH, AND YOU KNOW HOW HOT AND STUFFY IT IS UP THERE WITHOUT ANY WINDOWS - ETC-ETC-ETC

THASS TOO BAD- I'M SORRY-
SHE CERTAINLY CAN HAVE MY
LOWER AND I'LL TAKE
HER UPPER

LET'S BEAT IT OUT IN TH' SMOKER
WHILE THEY MAKE UP TH' BERTHS,
AND YOUR MOTHER GETS TO BED.

RIGHTO

GUESS THEY MUST BE MADE UP NOW—
LET'S BEAT IT BACK—
"I'M ALL IN"

WELL, G'NIGHT OLD TOP - BY TH' WAY,
WHAT BERTH HAVE YOU GOT?

LOWER

2-2
2-2
2-2
2
2
2



LONDON SERVICE

"RHEXENOR" 2nd Nov. Marseilles, London, R'dam & H'burg
 "TELAMON" 9th Nov. London, Rotterdam & Hamburg
 "ANTENOR" 17th Nov. Marseilles, London, R'dam & Glasgow
 "PYREHUS" 30th Nov. Marseilles, London, R'dam & H'burg
 "HECTOR" 15th Dec. Marseilles, London, R'dam & Glasgow

LIVERPOOL SERVICE

"BELLEROPHON" 1st Dec. Havre and Liverpool
 "TITAN" 20th Dec. Genoa, Havre and Liverpool

PACIFIC SERVICE

via KOBE & YOKOHAMA.
 "TYNDAREUS" 25th Oct. Victoria, Vancouver & Seattle
 "PROTESILAUS" 25th Nov. Victoria, Vancouver & Seattle

NEW YORK SERVICE

"TEUCER" 22nd Oct. New York, Boston & Baltimore
 "NINGHOW" 19th Nov. New York, Boston & Baltimore

PASSENGER SERVICE

"ANTENOR" 17th Nov. Singapore, Marseilles & London.
 "HECTOR" 15th Dec. Singapore, Marseilles & London.
 "ARNEAR" 11th Jan. Singapore, Marseilles & London.
 "SARPEDON" 9th Feb. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced rates.

For freight and passage rates and information apply to—

Butterfield & Swire.
 Agents.

ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.
AMERICAN & MANCHURIAN LINE.

"CITY OF BARODA" 9,670 tons d.w. Sailing 5th Nov.
 "CITY OF CAIRO" 10,145 tons d.w. Sailing 3rd Dec.
 The above modern passenger steamers will be despatched as above for BOSTON and NEW YORK via PHILIPPINE ISLANDS, STRAITS, COLOMBO and SUEZ-CANAL, arriving in NEW YORK on or about 5th January and 2nd February respectively. Fares £100 Single First Class, £70 Single Second Class.

For Freight or Passage, apply to

THE BANK LINE, LTD.
 General Agents.



Sailings Every 12 Days
 Special Through Rates to Europe.
SEATTLE & VICTORIA

via SHANGHAI—KOBE—YOKOHAMA

S.S. "PRESIDENT JEFFERSON" Oct. 31st, 5.00 p.m.
 S.S. "PRESIDENT GRANT" Nov. 12th, 5.00 p.m.
 S.S. "PRESIDENT MADISON" Nov. 24th, 5.00 p.m.

FOR MANILA

S.S. "PRESIDENT JEFFERSON" Oct. 23rd, 5.00 p.m.
 S.S. "PRESIDENT GRANT" Nov. 4th, 5.00 p.m.
 S.S. "PRESIDENT MADISON" Nov. 16th, 5.00 p.m.

EVERY 12 DAYS THEREAFTER

ADMIRAL ORIENTAL LINE

Telephone Central 2477, 2478 and 795. No. 4 Des Voeux Road
 Hongkong and Shanghai Bank Building, Floor Ground



REGULAR FORTNIGHTLY SERVICE BETWEEN
 JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjitaroom	Java	26th Oct.	28th Oct.	Shanghai, N. China
Tjimanoeck	N. China	28th Oct.	29th Oct.	Macassar
Tjisaroca	Batavia	31st Oct.	2nd Nov.	Shanghai
Tjitarang	Shanghai	1st Nov.	4th Nov.	Batavia
Tjiteboet	Java	9th Nov.	11th Nov.	Shanghai, N. China
Tjislak	N. China	10th Nov.	12th Nov.	Batavia
Tjisaroca	Shanghai	15th Nov.	18th Nov.	Batavia
Tjitaroom	N. China	24th Nov.	26th Nov.	Macassar & Java

†Via Macassar

*Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

MRS. SEKAI

MASSAGE

Tel. No. C. 4433, 2nd Floor
 2, Duddell Street, Hongkong

Mrs. J. CRAWFORD,

Massage Hall

No. 14, Zetland Street

Finland has ordered the first unit of a projected submarine flotilla. The contract was given to the Vulcan firm established in Finland, which co-operates with German and Dutch shipbuilding interests. The Government has also engaged German experts to design the submarine.

A protest meeting against the hunting of the stag, at which the Hon. Stephen Coleridge spoke was held at Lynton Town Hall.

CONSIGNEE NOTICES.

THE DEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO', ANTWERP, LONDON, STRAITS and PHILIPPINES.

The Steamship "BENRINNES"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra, hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant, will be subject to rent.

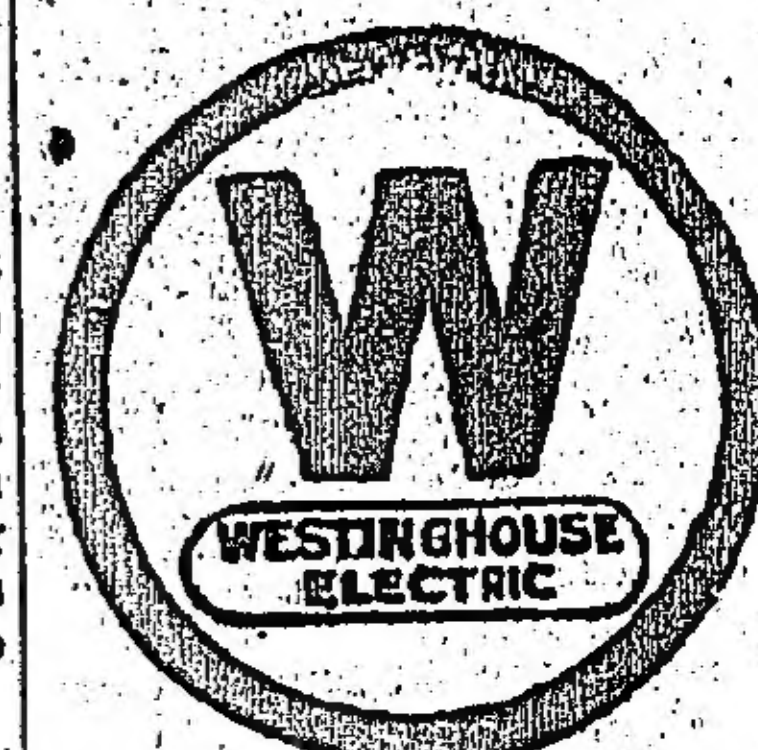
All claims against the steamer must be presented to the Underwriter on or before the 9th November, 1926, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th instant at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.
 Agents.

Hongkong, Oct. 19, 1926.



Holyoak, Massey & Co., Ltd.

Distributors.

Queen's Bldg. Tel. C.678.



QUICKEST TIME ACROSS THE PACIFIC

NEXT SAILING
 to the

PACIFIC COAST

S.S. "EMPRESS OF CANADA"

will sail for

VICTORIA and VANCOUVER

via Shanghai & Japan ports

at Daylight, FRIDAY, Oct. 29th.



Travellers Cheques

Experienced Travellers carry them because of their convenience and safety

GOOD THE WORLD OVER
 Ask any Canadian Pacific Agent

Passenger Department: Tel. C.752.
 Freight and Express: Tel. C.42

Cables: "GACANPAC."
 Cables: "NAUTILUS."

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination. Steamer. Sailings.

BANGKOK Chaksang Sat. 23rd Oct at noon.
 CANTON Waishang Tues. 26th Oct at 6 a.m.
 OSAKA Amoy S'hai Moji Kobe Kutsang Wed. 27th Oct at 7 a.m.
 STRAITS & Calcutta Hosang Wed. 27th Oct at 3 p.m.
 TSINGTAU via S'hai Waishang Fri. 29th Oct at 6 a.m.
 SANDAKAN Hingsang Satur. 30th Oct at 2 p.m.
 HAIPHONG via Hoihow Mingsang Tues. 2nd Nov at 10 a.m.
 TIENHSIN Cheongshing Tues. 2nd Nov at noon.
 SHANGHAI Fooching Yatsing Fri. 5th Nov at 5 p.m.
 KOBE via Moji Fooksang Satur. 6th Nov at 7 a.m.
 STRAITS & Calcutta Kumsang Tues. 9th Nov at 3 p.m.
 STRAITS & Calcutta Namsang Mon. 15th Nov at 3 p.m.
 TIENHSIN Chiaping Sun. 14th Nov at 6 a.m.
 OSAKA via Moji & Kobe Laisang Wed. 17th Nov at 7 a.m.

For freight or passage apply to—

JARDINE MATHESON & CO. LTD.
 Telephone 215, Central General Managers



ON "TIMETABLE" SCHEDULE

Dollar "President" liners are the first in history to maintain "timetable" schedules for worldwide ocean traffic, comparable to railway schedules ashore. This dependable service enables you to perfect definite travel plans, to count surely on making rail and steamship connections.

Dollar liners in trans-Pacific service offer two sailings each month, reaching San Francisco via Shanghai, Kobe, Yokohama and Honolulu. Dollar liners afford four sailings each month to Manila; thence to Singapore and beyond, round-the-world, on fortnightly schedule.

All outside-staterooms are big factors in Dollar Line popularity. Suites de luxe are such as you would expect on ships that maintain the famous Dollar Line cuisine. Decks and social halls are spacious. You will enjoy travel on these clean oil-burning liners.

TO EUROPE AND NEW YORK

VIA MANILA—STRAITS—COLOMBO—SUEZ—PORT SAID
 —ALEXANDRIA—NAPLES—GENOA—MARSEILLES
 Thence to BOSTON and NEW YORK

Fortnightly Sailings

Pres. Monroe Oct. 28—8.00 a.m.
 Pres. Harrison Nov. 9—8.00 a.m.
 Pres. Van Buren Nov. 23—8.00 a.m.

TRANS-PACIFIC SERVICE

TO SAN FRANCISCO, VIA HONOLULU, SHANGHAI,
 KOBE AND YOKOHAMA

Fortnightly Sailings

Pres. Lincoln Oct. 24—10.00 a.m.
 Pres. Cleveland Nov. 7—10.00 a.m.
 Pres. Pierce Nov. 21—10.00 a.m.

TO MANILA

Pres. Monroe Oct. 28—8.00 a.m.
 Pres. Cleveland Oct. 29—8.00 p.m.
 Pres. Harrison Nov. 9—8.00 p.m.

For passenger and freight rates, apply to

Dollar Steamship Line

HONGKONG AND SHANGHAI BANK BUILDING, Ground Floor,
 Telephone Central 2-77, 2478 and 795.

TRAVEL

Steamship Tickets to all parts of the World.
 Railway Ticket issued in Chinese, Japanese, Indian, European, American, Canadian and other Lines.
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 ALL TICKETS SOLD AT TARIFF RATES.
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 Phone C.4625.

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DEPTH ON CENTRE OF

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—THREE SLIPWAYS—

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HONGKONG, CHINA & JAPAN.

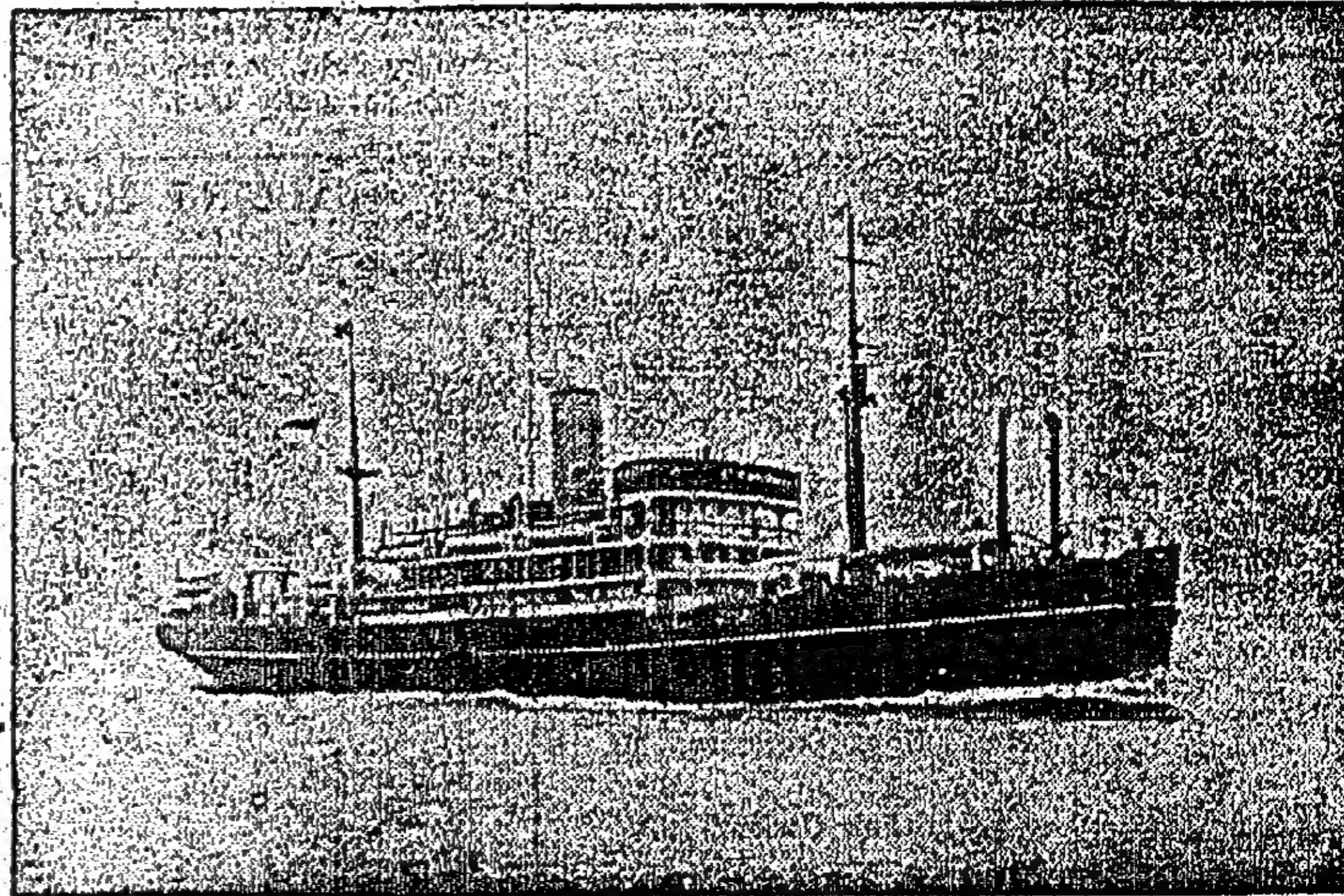
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TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG;

Code Used: A1, A.B.O. Fifth Edition; Engineering: First and Second Edition;

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Passenger and Cargo Vessel, Built and Engineered at the KOWLOON DOCK by THE HONGKONG & WHAMPOA DOCK Co., Ltd. to the order of the AUSTRALIAN-ORIENTAL LINE, Ltd. for Australian-Hongkong Service.

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P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)
Taking Cargo on Through Bills of Lading for Straits, Java and
Burma, Ceylon India, Persian Gulf, Mauritius, E. & S. Africa,
Australia, including New Zealand & Queensland Ports,
Red Sea, Egypt, Constantinople, Greece, Levantine Ports,
Europe, Etc.
PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

	Tons	From Hong-kong (about)	Destination
NYANZA	7,023	27 Oct. noon	S'pore, P'ang O'bo & B'bay
KHYBER	9,114	30 Oct. noon	M'les, L'don & A'werp
ALIPORE	5,273	8th Nov.	S'pore, P'ang O'bo & B'bay
MAINTUA	10,902	13th Nov.	Marseilles & London
DEVANHA	8,155	25th Nov.	S'pore, P'ang O'bo & B'bay
KARMALA	9,128	27th Nov.	M'les, London Antwerp
DELTA	8,097	9th Dec.	S'pore, P'ang O'bo & B'bay
MAEDONIA	11,089	11th Dec.	Marseilles & London
NEILLORE	8,852	23rd Dec.	S'pore, P'ang O'bo & B'bay
KHIVA	9,135	25th Dec.	M'les, L'don & A'werp
MIRZAPORE	6,718	3rd Jan.	M'les, L'don & A'werp
NYANZA	7,023	6th Jan.	S'pore, P'ang O'bo & B'bay
MALWA	10,941	8th Jan.	Marseilles & London
KALYAN	9,144	22nd Jan.	M'les, L'don & A'werp
DEVANHA	8,155	23rd Jan.	S'pore, P'ang O'bo & B'bay
MOREA	10,918	5th Feb.	Marseilles & London
KASHGAR	9,005	19th Feb.	Marseilles & London

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrene, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

TAKLIWA	7,936	7th Nov.	S'pore, Penang & Calcutta
TAKARA	6,949	14th Nov.	S'pore, Penang & Calcutta
TILAWA	10,000	23rd Nov.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	29th Oct.	(Manila, Sandakan, Thura)
TANDA	6,956	2nd Dec.	Island, Townsville, B'bane.
ST. ALBANS	4,500	31st Dec.	Sydney and Melbourne.

*Calls at Kolambagan
Regular Monthly Sailings from Hongkong to Japan and
Hongkong to Australia
The E. & A. S. S. Co. Ltd. steamers will also call at Shanghai, Nippon, Oboe
Kolambagan, Tawau, Timor, Darwin, or other ports en route as inducement offers.
Frequent connections from Australia with the following—
The Union S. S. Co's Steamers to the United Kingdom via New Zealand,
Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co's Steamers or Southampton and London via
Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

DEVANHA	8,155	28th Oct.	Shanghai & Kobe
MIRZAPORE	6,715	30th Oct.	Shanghai, Moji & Kobe
KARMALA	9,128	30th Oct.	Shanghai, Moji & Kobe
TANDA	6,956	2nd Nov.	Moji, Kobe, Osaka & Yoko
TILAWA	10,000	3rd Nov.	Moji & Kobe

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.
Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be
received at the Co's Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co.,
P. & O. Bldg., Connaught Rd., C., Agents.

AUSTRALIAN-ORIENTAL LINE, LTD.

"Changle" & "Taiping."

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM
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VIA MANILA, AND THURSDAY ISLAND.
Through Bills of Lading issued to all Australian, New
Zealand and Tasmanian Ports.
EXCELLENT & MOST UP TO DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hongkong on or about	Sails hence on or about
TAIPING	9th November	12th November
CHANGTE	10th December	17th December
TAIPING	6th January	14th January
CHANGTE	8th February	15th February

For Freight & Passage, apply to—BUTTERFIELD & SWIRE,
Tel. C. 36. Agents.

THE AUSTRAL-CHINA NAVIGATION CO.

For SYDNEY, MELBOURNE & ADELAIDE
via Manila, Nolle, Sandakan, Balikpapan & Rabaul.

S.S. "CALULU"

Sailing on or about 20th November, 1926.

For Freight and Particulars Apply to—

DODWELL & CO., LTD.

Agents.

Telephone No. Central 1030.

HOLLAND EAST ASIA LINE

OF THE
United Netherlands Navigation Company.



Regular four-weekly service between
Japan, Vladivostok, China, Hongkong,
Manila, Singapore

AND
Genoa, Rotterdam, Amsterdam,
Hamburg, Bremen and North
Continental Ports.

Arrivals from Europe.

S.S. OLDEKERK	16th November.
S.S. OUDERKERK	30th October.
S.S. STALOEER	26th November.
S.S. OLDEKERK	25th December.

All steamers have a limited accommodation for passengers.
For Freight, Passage and further particulars please apply to
JAVA-CHINA-JAPAN LINE,
Tel. Central No. 1574. Agents, York Building



SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu	
KOREA MARU	Tuesday, 2nd Nov. at noon.
SHINYO MARU	Tuesday, 16th Nov.
SIBERIA MARU	Monday, 29th Nov.
SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles Mexico & Panama	
ANYO MARU	Friday, 26th Nov. at noon.
BOKUYO MARU	Friday, 17th Dec.
MARSEILLES, LONDON & ANTWERP via Singapore & Ports.	
HARUNA MARU	Saturday, 23rd Oct.
KAMO MARU	Saturday, 6th Nov.
SYDNEY & MELBOURNE via Manila & Ports.	
MISHIMA MARU	Wednesday, 24th Nov.
TANGO MARU	Wednesday, 23rd Dec.
NEW YORK and/or BOSTON via PANAMA.	
LIBON MARU	Friday, 29th Oct.
TSUYAMA MARU	Thursday, 11th Nov.
BURNOS AIRES via Singapore, Durban & Cape Town.	
WAKASA MARU	Wednesday, 17th Nov.
BOMBAY via Singapore & Colombo.	
TOTTORI MARU	Friday, 29th Oct.
AWA MARU	Thursday, 11th Nov.
CALCUTTA via Singapore, Penang & Rangoon.	
MORIOKA MARU	Sunday, 31st Oct.
NAGASAKI, KOBE & YOKOHAMA.	
TANGO MARU	Saturday, 20th Nov.
SHANGHAI, KOBE & YOKOHAMA.	
TOKUSHIMA MARU (Moji direct)	Saturday, 23rd Oct.
NAGANO MARU (Moji direct)	Thursday, 23rd Oct.
SADO MARU	Sunday, 31st Oct.
KASHIMA MARU	Monday, 1st Nov.

For further information apply to—NIPPON YUSEN KAISHA,
Tel. Central Nos. 292, (private exchanges to all Depts.)

THE BANK LINE, LTD.

Agents for the following Services.

NEW YORK, BOSTON & BALTIMORE

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL & Co., Ltd.)

S.S. "CITY OF BARODA" From Hongkong via Suez Canal 5th Nov.

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE SERVICE

(Andrew Weir & Co., London)

Sailing from Hongkong.

M.V. "FORRESTER" From Hongkong via Suez Canal 2nd half Nov.

AMERICAN & ORIENTAL LINE

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL & Co., Ltd.)

For Havre, London, Rotterdam & Hamburg From Hongkong.
S.S. "CITY OF WELLINGTON" 24th October.
For Marseilles, London, & Havre From Hongkong.
S.S. "CITY OF PERIN" 12th November.

Fares to London: "A" 1st Class \$88. "2nd Class \$60.
"B" 1st Class \$80. "2nd Class \$55.

MAURITIUS & SOUTH AFRICA

ORIENTAL AFRICAN LINE

S.S. "YUENSANG" From Hongkong

Loading for Mauritius, Delagoa Bay, Durban East London,
Agos Bay, Port Elizabeth, Mossel Bay & Capetown.
Through Bills of Lading issued to Batia, Onilimaine, Ibo,
Port Amelia, Mozambique, Ching, Imbambane, Zanzibar,
Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis
Bay, & Madagascar.

AUSTRAL-EAST INDIES LINE.

(Ellerman and Bucknall S.S. Co., Ltd.)

Sailings from Singapore on 16th of every month by "City
of Palermo" or S.S. "City of Sparta" to Java, Fremantle,
Adelaide, Melbourne and Sydney, and Vice Versa. Through
Freight and Passenger bookings from Hongkong in con-
junction with "Ellerman" Line or other services.
For freight or passage on any of the above lines, apply to—

THE BANK LINE LTD.

Telephone C. 4791.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. S. STRAITS CHINA & JAPAN Service.

OUTWARDS. HOMEWARDS.

Vessel	Due Hongkong.	Vessel	Leaves Hongkong.
GLENBEG	24th October.	CARMARTHENSHIRE	30th Nov.
GLENTARA	16th November.	L'don, R'dam & H'burg via Oran.	
CARNARVONSHIRE	27th Nov.	GLENTARA	29th December
GLENSHIRE	9th December.	L'don, R'dam & H'burg via Oran.	
PEMBROKESHIRE	26th Dec.	GLENSHIRE	26th January
GLENNIFFER	6th January.	L'don, R'dam & H'burg via Oran.	

Movements are subject to change without notice.
For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

Agents The Glen Line, Ltd.

Telephone: Central No. 215, sub-ex. 23 and 3696.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON, MACAO STEAMBOAT
CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong: Daily, at 8 a.m.
Sailings from Canton: Daily, at 8 a.m.

ADDITIONAL SAILINGS.

S.S. "TAISHAN" will leave for Canton on
Tuesday 26th at 3 a.m. and from Canton at 3 p.m. same day.
Thursday 28th at 3 a.m. and from Canton at 3 p.m. same day.
Saturday 30th at 3 a.m. and from Canton at 3 p.m. same day.

MACAO LINE.

FROM HONGKONG: 3 A.M. and 2 P.M. daily.
(Sundays: 9 A.M. only.)
FROM MACAO: 8 A.M. and 2 P.M. daily.
(Sundays: 4 P.M. only.)

SUNDAY EXCURSION.

On Sunday 24th October, S.S. "TAISHAN" will depart
from Company's Wharf Lok Street Wharf at 9 A.M. and
from Macao at 4 P.M.

ADDITIONAL SUNDAY SAILINGS.

S.S. "BUI AN" to Macao 2 p.m.
S.S. "KINSHAN" from Macao 8 a.m.

Above sailings are subjected to weather conditions,
and intending passengers are requested to communicate
with the office, whenever any of the typhoon signals are
hoisted.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.
S.S. "WREY CASTLE" Sails on or about 19th November.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT
SERVICE FOR BRINDISI, VENICE
AND TRIESTE (FUME).

TAKING CARGO ON THROUGH BILL OF LADING
TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK
SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI
VENICE OR TRIESTE.

"A" Class 272. 10. 04. "B" Class 266. 0. 04.
NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.
M.V. "ESQUILINO" Sails on or about 11th November.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.
M.V. "VIMINALE" Sails on or about 5th November.

NATAL LINE OF STEAMERS.

FROM CALCUTTA via RANGOON & COLOMBO.
"UMVOLOSI" Sails from Calcutta 31st December.
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—
DODWELL & CO., LTD.
Telephone Central 1030. Agents.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the
"BLUE FUNNEL LINE"
(Ocean S. S. Co., Ltd., & China Mutual S. N. Co., Ltd.)
AND
AMERICAN & MANCHURIAN LINE
(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. "CITY OF BARODA" ... via Suez Canal 5th Nov.
S.S. "NINGBOH" ... via Suez Canal 19th Nov.

Steamers proceed via Suez Canal or Panama Canal at
Owners' option Subject to change without notice.
For Freight and Particulars apply to—
BUTTERFIELD & SWIRE OF THE BANK LINE, LD. HONGKONG.
HONGKONG & CANTON JARDINE MATHESON & CO. LTD. CANTON.



SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Hongkong	Prob. ar. at Hongkong	Prob. Sailings from Hongkong
ANGKOR			26th Oct.
PORTOES			9th Nov.
CHAMBERD	27th Oct.		23rd Nov.
PAUL LEON	10th Nov.		7th Dec.
G. METZINGER	22nd Oct.	24th Nov.	21st Dec.

RATES OF PASSAGE MONEY TO MARSEILLES.
(including Table Wine and free Doctors' attendance)
A Class 1st Class \$99.00 B Class 1st Class \$85.00
Steamers 2nd Class \$70.00 Steamers 2nd Class \$61.00

Through Tickets to London and Leaving Towns of Europe
Accommodation reserved in the trains at Marseilles.
LIGNES COMMERCIALES (CARGO-BOATS)

S.S. Lt. St. Loubert-Bie from Dunkirk, L'don, Havre is due to
arrive about 26th October.
For full particulars apply to
Messageries Maritimes Co.
Phone: Central 740. 3, Queen's Building.

CONSIGNEE NOTICES.

HOLLAND EAST ASIA LINE

From
AMSTERDAM, ROTTERDAM,
HAMBURG, BREMEN and GENOA.

The Steamship

"SIMALOER (1)"
having arrived from the above ports,
consignees of cargo by her are
notified that all goods are being
landed at their risk into the hazardous
and/or extra-hazardous godowns of
the Hongkong and Kowloon Wharf
and Godown Co., Ltd. whence and/or
from the wharves delivery may be
obtained.

Goods not cleared by the 28th
October, 1926, will be subject to rent.
All broken, chafed and damaged
packages are to be left in the
godowns where they will be examined
on the 27th October, 1926, at 10 a.m.
by Messrs. Goddard & Douglas,
Hongkong.

Claims against the steamer must
be presented in writing within ten
days after arrival of steamer, other-
wise they will not be recognized.
No Fire Insurance will be effected
by the undersigned in any case what-
ever.

Bills of Lading will be counter-
signed by
JAVA-CHINA-JAPAN LINE
General Agents

S. Y. K. LINE.

From EUROPE and STRAITS.

The Steamship

"KITO MARU"
having arrived from the above ports,
Consignees of Cargo are hereby in-
formed that their Goods are being
landed and placed at their risk in the
Hongkong and Kowloon Wharf and
Godown Company's Godowns at Kow-
loon, whence delivery may be obtained.
Goods not cleared by the 28th Oct.
1926, will be subject to rent.

Damaged packages must be left in
the Godowns for examination by the
Consignee and the Co's representa-
tives on any Tuesdays and Fridays, at
2.30 p.m. within the free storage
Period.

All claims must be presented within
ten days of the steamer's arrival here,
after which date they cannot be re-
cognized.

No claims will be admitted after the
goods have left the Godowns.
No fire insurance has been effected.
NIPPON YUSEN KAISHA,
Hongkong, 21st Oct. 1926.

CHINESE OPTICAL CO.

Refracting

and

Manufacturing

Crookes Glasses

Kryptok (Invisible)

Bifocals.

Toric Lenses.

Sun Glasses.

37, Queen's Road, Central

METALS

of all kinds especially for
ship-building and engineer-
ing work. Complete stock.
Best Terms. Immediate
delivery.

SINGON & CO.,

[ESTABLISHED A.D. 1880]

HING LUNG ST.

Phone Central 516.

T. NAKAO

Japanese Shoe Export.

TORTOISE SHELL BOXES

AND JAPANESE SPECIALTY

Astor House Hotel Building,

Queen's Road Central.

MRS. MOTONO

Hand and Electric

MASSAGE

No. 31B, Top Floor Wyndham St.

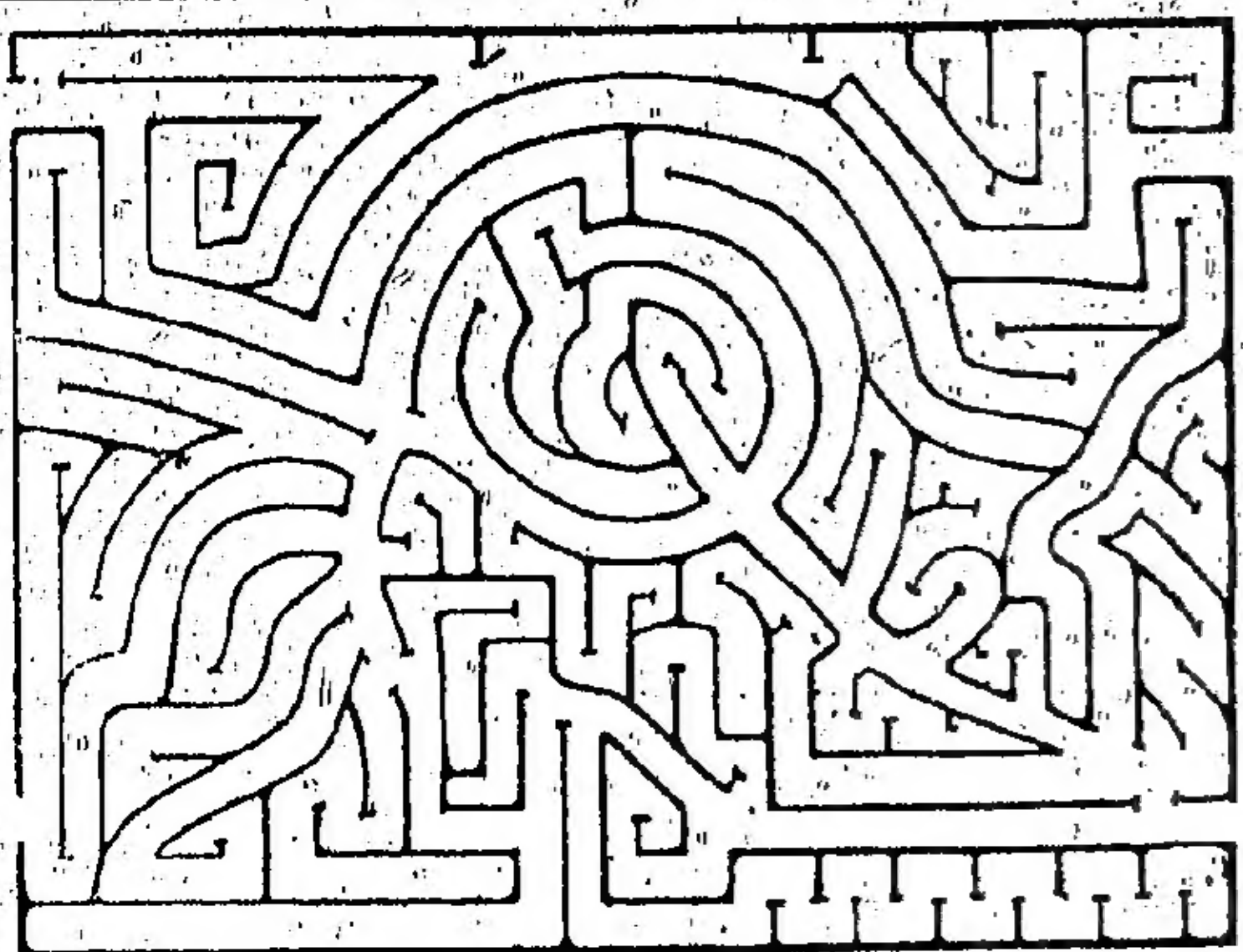
HONGKONG.

MASSAGE HALL

MRS. S. UZUNOYE

THE MYSTIC MAZE

By WALTER B. GIBSON

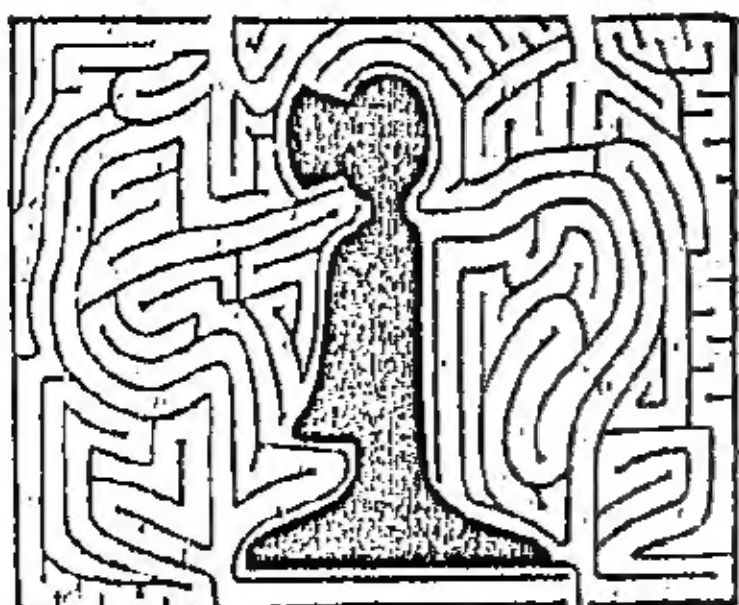


Pick out one of the entrances to the mystic maze and try to find your way through and out at the starting point.

Pick your course carefully and you will find that you can make the correct answer to the puzzle. When you have solved it, you will find that you have made the outline of a picture.

There is only one correct course through the maze, so there is only one correct answer to the puzzle. When you have solved it, you will find that you have made the outline of a picture.

Fill in the outline with a heavy black pencil, and the picture will stand out clearly.



Last Saturday's Picture—The Telephone.

HOTELS.

THE HONGKONG

HONGKONG HOTEL, REPULSE BAY HOTEL, PEAK HOTEL.
Telegraphic Address: "KREMLIN, HONGKONG."

AND SHANGHAI

ASTOR HOUSE HOTEL, PALACE HOTEL;
KALEE HOTEL, MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI"

HOTELS. LIMITED.

In association with the Grand Hotel
Des Wagons Lits, Peking.

KING EDWARD HOTEL.

CENTRAL LOCATION
ELECTRIC LIGHTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.

HOTEL LAUNCH MEETS ALL STEAMERS
Telephone Central 373 Telegraphic Address "Victoria"

KOWLOON HOTEL

Premier Hotel in Kowloon

RATES:—Daily \$5.00 Upwards
Monthly \$120.00 do

MODERN TOILET SYSTEM

Elevator and Telephones to each floor.

SALOON BAR & BUFFET.

Manager's personal attention.

Tel. K. 608 & K. 609. Wm. Harold Perry,
Tel. Address "KOWLOTEL" Hongkong Manager.

Tel. Address: GLENEALY HOTEL, Telephone C. 880.
"Glencaly" Hongkong, 3 & 4, Glencaly (Near Dairy Farm).
A first class Residential and Tourist Hotel. Splendidly situated with-
in easy walking distance of all business centres. Large airy rooms. Hot
and Cold water. Excellent Cuisine under the personal supervision of the
Proprietress. Monthly and family rates at moderate terms.
For further particulars apply to: MRS. FREDERICKS,
Proprietress.

EUROPE

Cables:—"EUROPE"
Singapore.

HOTEL

SINGAPORE.

After-dinner
dancing every
Tuesday, Thursday
and Saturday.

Grill

THE EUROPE HOTEL, LTD.

Arthur E. Odell, Managing Director.

Printed and Published for the Proprietor by FREDERICK
PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of
Victoria, Hongkong.

TREATY ISSUES.

(Continued From Page 1.)

The report clearly shows that Mission Boards in the West "do not desire that the legal rights of their missions and missionaries in China should in future rest upon existing treaties" and that they approve of a comprehensive revision of existing Treaties. Like the Chinese Christians spoken of above, the great majority of these missionary societies feel that they should express an opinion on such international issues as are discussed in this report. The same thing appears to be true of the majority of missions and missionaries in China also.

TREATY REVISION.

The opinion of the missionary body in China, however, as a whole, is not as easily ascertainable as that of the missionary societies in the West. However, the number of missions that have approved officially of the attitude of the missionary boards, as given above, "appears to be much greater than the number of missions which have adopted a position differing" therefrom. The Committee on International Relations, therefore, is of the opinion "that in the main the missionary body accepts the general position adopted by the missionary boards." The National Christian Council "knows of very few, if any, missions which have taken definite action opposing that adopted by their own boards." The report, therefore, which was accepted by the National Christian Council and ordered to be forwarded to the various Christian bodies in China for their consideration, concludes, "that the time has arrived when Christians, whether nationals of China or of other lands, in propagating the Christian faith should no longer rely on or claim for themselves any special privileges granted in Chinese Treaties, but upon the provision for religious toleration in the Chinese Constitution." It was also explicitly stated as being a general opinion of Christians "that Western nations should revise their Treaties with China, and that in the revision no special provision should be included in regard to missionary work."

It was decided to reappoint the Committee on International Relations with a view to the further careful study of international problems as they affect the Christian Church in China and the formulation of such Christian principles as bear upon these problems.

BRITISH GOODS.

(Continued From Page 1.)

nationalist Government to order all national schools to take in these student-strikers without the obligation of paying school fees and taking entrance examinations. We have also requested the Government and the Kuomintang to find employment for those who do not desire to continue their studies. The regulations of the Government regarding the better treatment for the strikers should be equally applied to the student-strikers.

"There is no compromise in this new policy which does not mean that we are cowed by the imperialists. This new policy is the best method of coping with the present new revolutionary situation. We should march onward according to this in order to achieve final success."

SALONIKA WAR MEMORIAL.

THE UNVEILING CEREMONY.

Doiran (Salonika).—The war memorial to the British forces and all missing erected on Colonial Hill, overlooking Lake Doiran, was unveiled by Sir George Macdonogh, in the presence of a distinguished company of British, Greek and representatives of all the Balkan allies.

There was an imposing guard-of-honour with a band supplied by the Royal Navy and the Greek Army.

The memorial, which was erected by the War Graves Commission, consists of an obelisk guarded by lions each side. There are four detached pylons on which are recorded the names of those whose bodies have never been identified and of whom we have no personal record in the war cemeteries.

CANTON UNIVERSITY.

MORE BOLSHEVİK INFLUENCE.

According to Chinese reports, M. Borodin, Soviet High Commissioner to South China, has advised the appointment of the following Kuomintang members as the board of Directors of the Chungshan, or Dr. Sun Yat-sen, University: Mr. Tai Chi-tao, Chairman; Mr. Koo Man-yu, Vice-Chairman; and Messrs. George Hsu Chien, Ting Hui-feng, and Chu Chia-hua.

Although the equipment will be that of the now defunct Kwangtung University, recently dissolved by Kuomintang mandate, all students and teachers, if chosen to continue their connections with the Chungshan University, will be readmitted or re-engaged under an entirely new status. The new University will practically become a preparatory school of the Chungshan University at Moscow, but the Soviet High Commissioner in South China does not state whether it has officially contributed towards the reorganization of the institution. Those expecting to enter the Chungshan University in Moscow are advised to take Russian instead of the English language.

FORGED NOTE?

CHINESE CHARGED TO-DAY.

Charged with uttering a forged 100 piastres note at the Banque de l'Indo-China, a Chinese was remanded on appearance before Mr. R. E. Lindsell this morning.

It was alleged that on a previous occasion he had obtained payment on a false note of the same denomination. On being arrested he stated that he got the note from another man, who in his turn, also said that he received it from a third man. Both the latter were in Court, although not charged, said Sub-Detective Inspector Lane, who prosecuted.

Mr. Losby defended, and the case was formally adjourned until Monday, bail being allowed in the sum of \$1,000.

INSPECTOR HURT.

MOTOR CYCLE MISHAP.

In swerving to avoid a tramcar, Inspector Charity, of the Kennedy Town slaughter house, met with an unfortunate accident yesterday afternoon. The Inspector was driving a motor-cycle combination at the time along the Des Voeux Road, West Point, and the somewhat sudden swerve capsize the machine, throwing both driver and passenger out with considerable force. The latter luckily escaped injury, but the inspector sustained injuries which necessitated his removal to hospital for treatment.

UNTRUE REPORT.

AN OFFICIAL STATEMENT.

Rugby, Oct. 22.
The report that the Conference of Ambassadors at its Wednesday's meeting in Paris reached the decision that German disarmament is insufficiently advanced to warrant the question being handed over to the control of the League of Nations is not true.

It can be stated officially that the matter was not even discussed by the Ambassadors. In addition to other business before the Conference, a number of points connected with German disarmament were discussed and correspondence upon them with the German Government is being continued.—British Wireless.

IRON AND STEEL.

INTERNATIONAL CONFERENCE POSSIBLE.

New York, Oct. 22.
The possibility of the United States partaking in an international iron and steel conference, was foreshadowed by Mr. Gary, the Chairman of the United States Steel Corporation, in an address to the American Iron and Steel Institute, who stated that should it be found necessary, he believed that an international conference for full and open discussion could be held, after which an amicable understanding could be reached.—Reuter's American Service.

COLONIAL EMPIRE.

(Continued from Page 1.)

of it fertile and capable of enormously greater development. In the past this had been delayed partly by tribal warfare and slavery, but to-day to a large extent by preventable disease. With a good and progressive Government that really tackled the problem of tropical diseases and with proper sanitary methods they could look forward to a very rapid increase of population and therefore to the great expansion of markets that the territories offer. The process of developing these territories and of equipping them with the modern plant of civilization—railways, bridges, and harbours—would in itself mean a very big export trade. He had every confidence in the enormous future development of these territories, more particularly in east and west Africa, if only the energies and capital were devoted to the purpose.

DEVELOPMENT WORK.

The development of the Colonial Empire was of interest to the Dominions in many ways. Canada, for example, had all the conditions for the creation of a great manufacturing and exporting industry, but her native resources were those of the Northern Zone and needed the same complement of trade with the tropics and the development of the tropics that Britain needed. To Canada, West Africa offered a great opportunity for development. Another reason why he believed that the development and administration of the Colonial Empire was worthy of the attention of the Conference, was that it was a privilege to share in this trusteeship for lifting peoples from the more elementary to the higher stages of civilisation and, "slow degrees, for providing the opportunities of a greater measure of self-government. The dominions were already taking their part in this great work. The tin mines of Nigeria were largely run by Australians. The Gold Coast was under a Canadian Governor and the directors of the geological survey there and in Tanganyika were Australians, while the General Manager of the Nigerian Railway was a Canadian. There were, of course, also many Canadians, Australians and citizens of the Irish Free State in the medical and veterinary services of the Colonies and he hoped that the steady flow of men from the Dominions into the various branches of the Colonial services would be encouraged and would continue. In this connection he suggested the possibility of an occasional exchange between officers working in British Mandated Territories and those in territories under the mandates of the different Dominions.

Mr. Amery followed this general appreciation, with a short survey of the various main portions of the Empire.—British Wireless.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:—

Banks.

Hongkong, \$1.185/8. ss.
Chartered, \$21. ss.
Mercantile A. & B., \$29 1/2 Div.
Mercantile C., \$13 1/2 n.
P. and O., \$9 1/2 n.
East Asia, \$84 n.

Marine Ins.

Canton Ins., \$630 b.
China Underwriters, \$145 b.
North China, \$145 n.
Union Ins., 295 ss.
Yantai Ins., \$36 b.

Fire Ins.

China Fires, \$200 b.
Hongkong Fire, \$610 b.

Shipping

Douglases, \$30 b.
Steamboats, \$29 b.
Tugs, \$2 b.
Indo-China, (Pref.) \$30 b.
Sholl Trans., \$90 n.
Star Forries, \$67 n.
Waterboats, \$15 n.

Refineries.

China Sugars, \$24 b.
Malabons, \$36 n.

Mining.

Bonguats, \$150 b.
Kallans, 40/ n.
Langkats, \$14 28/ b.
Shai Exploration, \$14.80 b.
Shanghai Loans, \$14.90 b.
Raubs, \$44 n.
Tronahs, 50/- b.
Ural Caspians, 8/ n.

Entertainments.

QUEEN'S

TO-DAY ONLY

AT ALL PERFORMANCES

The Great Sea Spectacle

ZEEBRUGGE

The Epic of the British Navy.

This picture was filmed under the Direction of the Admiralty and preserves for all time an authentic record of one of the most brilliant exploits of British Naval History. Many of those who actually took part in the engagement are to be seen in the film.

STAR

CONTINUOUS

5.15—8.45
and 9.20 p.m.

TO-DAY ONLY

JACKIE COOGAN

in

"OLIVER TWIST"

WORLD

TO-DAY ONLY

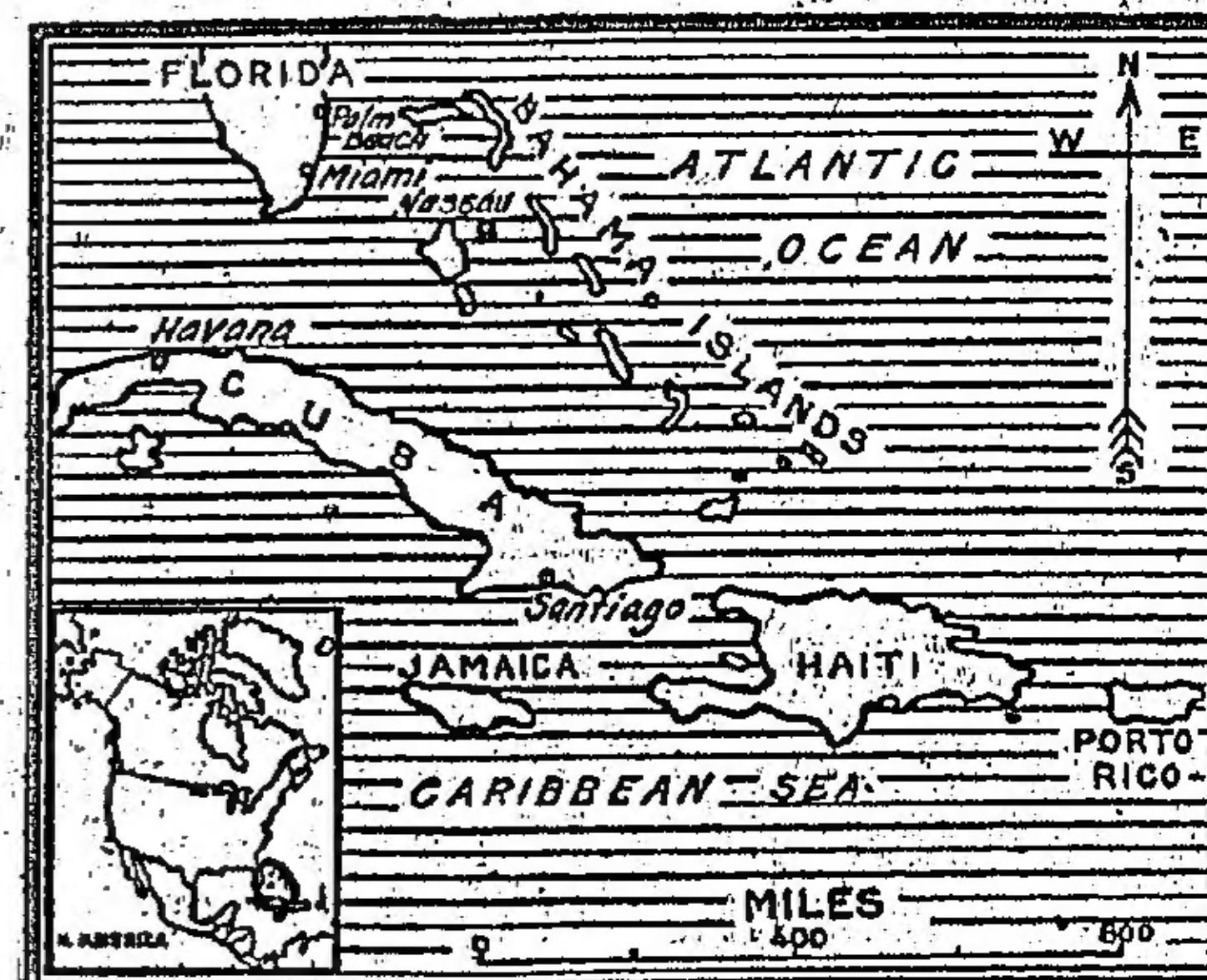
AT 5.15 & 9.15 ONLY

ALICE TERRY

in

TURN to the RIGHT

THE HAVANA HURRICANE.



The above map shows the location of Cuba, which has been devastated by a disastrous hurricane. The Havana district has suffered most severely.

Docks, etc.

Kowloon Wharves, \$125 1/2 n.
Whampoa Docks, \$59 n.
Hongkows, \$17 1/2 b.
New Engineerings, \$15.60 b.
Shanghai Docks, \$123 n.

Lands, Hotels, etc.

H. and S. Hotels, \$10.50/8. ss.
H.K. Lands, \$65 n.
Realty, \$6 ss.
Territorials, \$4 n.
Humphreys, \$16.25 ss.
Princess Bldgs, \$89 n.
Rural Lands, \$11 n.

Cottons.

Ewos Cottons, \$15.90 b.
Orientals, \$15.325 b.
Shai Cottons, \$15.54 b.

Buses, Trams.

China Buses, \$104 n.
Tramways, \$241 n.
Peak Trams, (old) \$152 n.

S'pore Traction 15/9 n.

Taxis, \$2 ss.
Miscellaneous:
Amusements, \$121 n. b.
Canton Loos, \$51 b.
Comments (Comb.), \$132 ss.
China Lights, \$21 1/2 n.
China Prov., \$6 ss.
Constructions, \$11 ss.
Dairy Farms, \$19 ss.
Der A. Wing, \$5 ss.
H'kong Electric, \$66 ss.
Macao Electric, \$35 n.
Ropes (Comb.), \$24 ss.
Lane Crawfords, \$8 n.
Mackintosh, \$19 1/2 n.
Sinceres, \$10 ss.
United Asbestos, \$20 ss.
Watsons, \$14.50 b.
Powers, \$6 1/2 n.

It is reported that a rent-collector was bitten by a dog in Square Street yesterday. The man was taken to the Government Civil Hospital for treatment, while the dog was removed to Kennedy Town for observation.